MARINE RECORD

ESTABLISHED 1878.

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U. S. NAVAL CONSTRUCTION.

Chief Constructor Hichborn issued a statement on June 9, which showed the percentage of construction of the various vessels now being built in the United States for the navy. There 16 vessels in all, five of them being battleships, ten torpedo boats, and the remaining one being the submarine torpedo boat Plunger, under construction at the Columbia Iron Works, Baltimore. The battleships are progressing favorably toward completion. The Kearsarge and Kentucky, at Newport News, are 59 per cent. finished; the Alabama, at Philadelphia, 53 per cent.; the Illinois, at Newport News, 46 per cent.; and the Wisconsin, at San Francisco, 38 per cent. Of the torpedo boats, the following statement shows how they are progressing:

The Rowan, 26 knots, building at Moran Bros., Seattle, 98.5 per cent.; the Dahlgren, 30 knots, building at the Bath Iron Works, Bath, Me., 73 per cent.; the T. A. M. Craven, 30 knots, Bath Iron Works, Bath, Me., 50 per cent.; the Farragut, 30 knots, Union Iron Works, San Francisco, 80 per cent.; the Davis and Fox, 22.5 knots, Wolff & Zwicker, Portland, Oregon, 88 and 82 per cent. respectively; the Mackenzie, 20 knots, Charles Hillman, Philadelphia, 99 per cent.; the Stringham, 30 knots, Harlin & Hollingsworth Co., Wilmington, Del., 28 per cent.; the Goldsborough, 30 knots, Wolff & Zwicker, 7 per cent., the Bailey, 30 knots, Gas Engine & Power Co., 2½ per cent.; the submarine boat Plunger, building at the Columbia Iron Works, Baltimore, similar in many respects to the Holland, is said to be 72 per cent. advanced.

TEACHING THE ENGLISH TO ERECT GRAIN ELEVATORS.

The largest grain elevator in Great Britain has just been erected at Manchester, England, by John S. Metcalf & Co., of Chicago, within the six months limit of time, though English engineers said it could not be done. The United States furnished the pine and the timber and the skilled laborers, with the foremen and the superintendents. Practically four months from the day the contractors began work England's first great elevator was finished. There are few larger elevators in the world. It has a capacity for 1,500,000 bushels, and can pull grain out of a vessel hold at the rate of 12,000 bushels an hour. The elevator itself stands back from the edge of the canal on Trafford wharf, about 300 feet from the water's edge. The grain is carried over this distance from the tower to the bins by means of a belt conveyer. The coaster for loading vessels is placed at one end of the building, while the cars are freighted at the other. The dimensions of the elevator are 448x80 feet.

AMERICAN REGISTER FOR FOREIGN SHIPS.

One of the topics brought up in the National Legislature by the exigencies of the war is that of granting American registry to foreign-built ships for the purpose of securing their services in carrying troops and supplies to the Philippine Islands. The Senate Committee on Commerce, to which the matter was referred, has decided to place it in the hands of a sub-committee with the authority to report in all cases in which the War Department may make request that a registry be granted. It was disclosed in the course of debate that there are several foreign ships whose services can be available when considered desirable. As the result of the action of the committee the whole subject is left in the hands of the War Department, which is perhaps the best disposition that could be made of it. It is understood that a majority of the committee are opposed to granting registry to foreign ships under ordinary circumstances, but that they regard a departure from the rule as excusable under existing circumstances, and, indeed, during the continuance of the war. The arrangements will aid the department in securing reasonable rates.

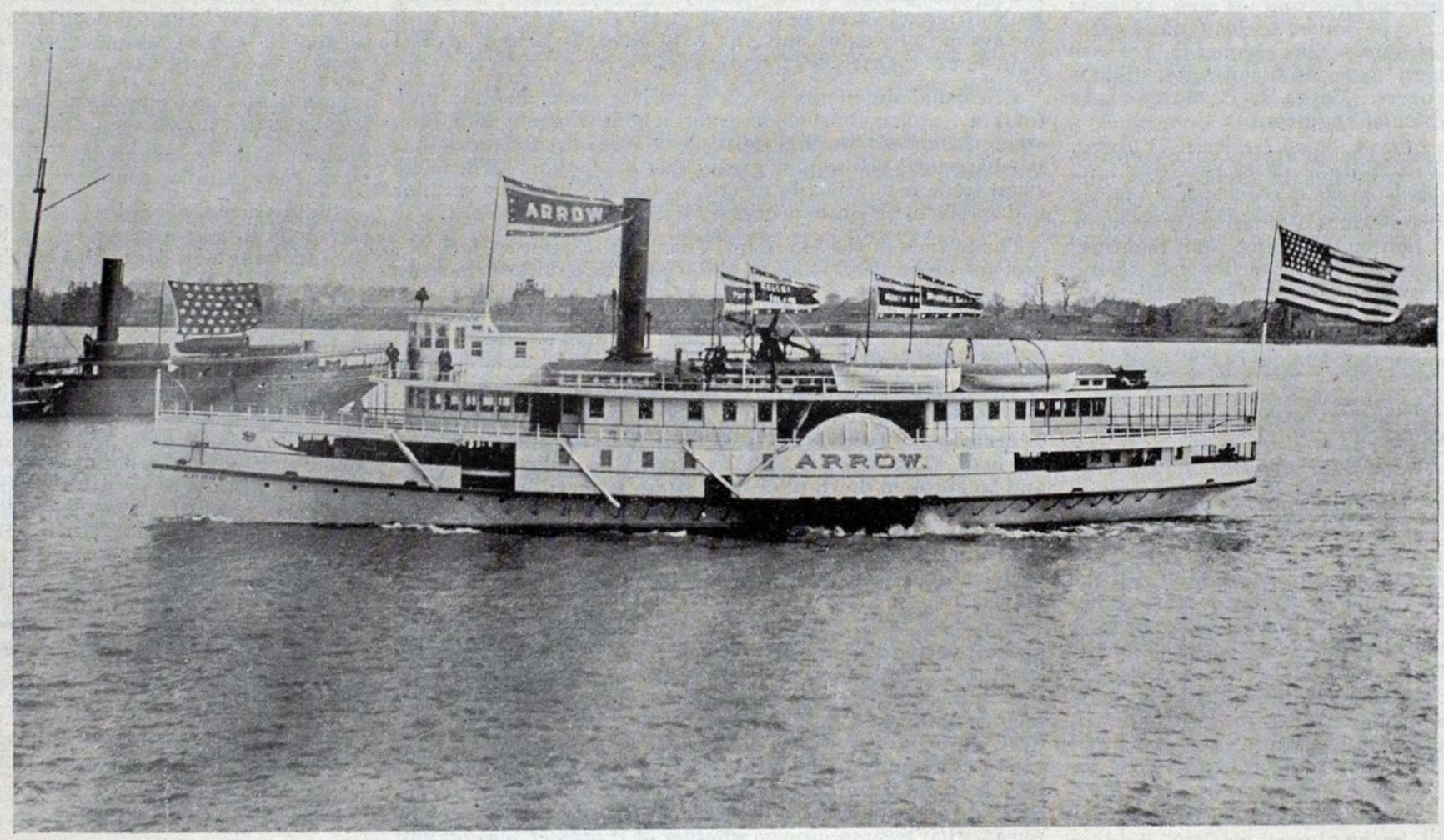
NICARAGUA CANAL.

The Senate Committee on the Nicaragua canal has agreed to report a bill providing for the construction of the Nicaragua canal. The bill practically provides for the construction of the canal by the United States.

The Maritime Canal Co. is to be continued, but all the stock is to be held by the government of the United States, Nicaragua and Costa Rica. The bill provides for the payment of $5,000,000 to the present stockholders for the work already performed.

SUBMARINE NAVIGATION.

Simon Lake, the inventor of the submarine boat Argonaut, built by the Columbian Iron Works & Dry Dock Co., Baltimore, has been talking interestingly of his 200-mile trip under and on the surface of the Chesapeake Bay in his wonderful little craft. He says: "During the trip we made various experiments to demonstrate the practicability of our system of submarine navigation. The whole trip was made with our own power. The Argonaut was handled very easily either under the surface or when running on the bottom, and we proved that the boat was perfectly seaworthy. On hard bottom, where the water was comparatively clear, the door was opened, and it was a beautiful sight. We picked up a few oysters as we were traveling along. We discovered that we could see farther under the surface at night with our electric lights than in daytime. The greatest distance seen in the bay was about twenty feet. We hope to get into the ocean next week, where we will get clear waters, and see much farther. Our divers were sent out from the boat and demonstrated the entire practicability of our system." Mr. Lake expresses confidence in being able to destroy mines laid to protect any harbor in the world.



Steel Passenger Steamer Arrow.

Built by the Detroit Dry Dock Co., plying at the south shore ports on Lake Erie, Cleveland, Sandusky, The Islands, Etc.

NEWS AROUND THE LAKES.

CHICAGO.

Special Correspondence to The Marine Record.

Henry Burger, shipbuilder, Manitowoc, was in the city Tuesday.

Capt. Edward Doville, of Toledo, is in this city. It is his intention to carry on a sand business in Chicago.

The Chicago floating dry dock had the tug Welcome in for bottom calking, the tug John Torrent is in for a general overhauling and calking.

The whaleback excursion steamer Christopher Columbus arrived Tuesday night from West Superior. She will run daily excursions between Chicago and Milwaukee.

Capt. J. S. Dunham's schooners James G. Blaine, A. Mosher and City of Sheboygan have been placed in ordinary; his schooner America has not been put in commission so far this season.

The L. M. & L. S. Transportation Co.'s steel passenger steamer Manitou went into service Thursday morning at 11 a. m., making the first of her tri-weekly trips between Chicago and Mackinaw.

The Goodrich Transportation Co.'s steel, twin-screw steamer Virginia arrived from Manitowoc on Saturday and went into commission Sunday morning, making daily excursions between Chicago and Milwaukee.

Mr. Walter Miller, marine architect and engineer, and mechanical expert, of Cleveland, was here Monday. As a marine engineering expert there is no better authority on the lakes than Mr. Miller, and his connection is an influential and growing one.

The Chicago Ship Building Co. has received the contract to build a new steel fireboat for the Chicago fire department. This is as it should be, and the highest class of work in steel shipbuilding is assured. Her length is to be 118 feet and 26 feet beam.

The Chicago and Michigan City Line new steel steamer America arrived Friday from Detroit. She made the run from Mackinaw to this port in twenty-two hours. Her dimensions are 165 feet over all, 31 feet beam, 13 feet molded depth. Triple expansion engines, 15 and 24 and 38 by 40 inches stroke. Two Scotch type boilers 10 by 10 feet each, allowed 165 lbs. steam pressure. The steamer makes two trips daily between Chicago and Michigan City. She is licensed to carry 800 passengers. Capt. M. F. Morgan is in command, Edward Gifford, chief engineer.

At the Chicago shipyard here the fin keel yacht Syren was in for bottom scraping and painting, the fireboat Yosemite for a new rudder, the schooner Mediator for some bottom plank and calking, the steam yacht Catharine C. for some new bottom plank and bottom scraping and painting, steamer Rochester for repairs to stern bearing, refastening wheel, searching up and calking bottom, the steamer Saugatuck for a new shoe, steam yacht Mina for a pair of new sea cocks and scraping and painting bottom, the schooner Clara received a new jibboom, the schooner O. J. Hall is in dock for inspection.

DETROIT.

Special Correspondence to The Marine Record.

Capt. E. W. Rice, of Port Huron, has been appointed custodian of the Sand Beach harbor of refuge, vice Capt. R. M. Wagstaff, resigned.

Collector Smith, of this port, is of the opinion that the tax on clearances of vessels bound to foreign ports does not apply to boats on the lakes bound to Canada. However, he has written to the Treasury Department for a ruling on the subject.

Passenger and excursion steamers are in full swing here now and the season opens busy and prosperous. There will evidently be a great deal of travel by water this summer and the passenger trade is at least sure to be a lucrative one for the vessel owner.

The tug George H. Parker left Bay City on Monday for Harbor Springs. She will be employed by Capt. Reid on the sunken steamer Cayuga, on which wrecking operations have been resumed. The name of the tug Parker will be changed to the Salvor, which, by the way, is a very fitting cognomen for a wrecking and salvage craft.

Mr. Ashley, of the firm of Ashley & Dustin, paid a neat compliment to Andrew Fletcher, of Brooklyn, N. Y., this week, when he said that there was no man in his judgment that could get more out of an engine than his old friend Mr. Fletcher. It is certain that he owns and controls every throb in that Fletcher walking beam mechanism.

A neat half dozen of the Davidson fleet have been laid up at Bay City awaiting an improvement in the freight market. It is expected that others will also be ordered to cease traveling until they can pay their expenses. It is a foregone conclusion that there is nothing in chartering when Capt. James Davidson quits carrying cargoes for other people.

It has been evident for some time that Mr. William Livingstone, manager of the Percheron Steam Navigation Co., does not believe in making charters whereby his vessels may barely clear expenses, or in other words, managing his fleet for the benefit of shippers and consignees. The fine large steel steamers Palmer and Livingstone, now at Milwaukee, have been ordered to lay there until a balance enough is found in a charter to pay for their up keep and pay wages. This seems to be fair, level headed, good business judgment, and ti goes in handling vessel property.

A local vessel-owner suggests the system of signaling with flags by day and colored lights by night, as used in the United States Navy, be adopted in modified form by the merchant marine of the lakes. The idea has been broached before and discountenanced. There is no actual or practical use for code flags or signals in the lake trade, besides, in these dull times owners of vessel property don't care about furnishing their fleets with a few hundred dollars worth of bunting to carry uselessly around. Lake craft are always in with the land or so close in the track of passing vessels that one can hail the other by word of mouth. No sir, we have code enough as it is and expense enough, too.

George Campbell and Peter Olsen, both of Milwaukee, were drowned on Saturday in Thunder Bay, Lake Huron, while endeavoring to recover the cargo of the sunken steamer Pewabic. Both men were in the Smith diving bell at the time. One of the windows gave way under the heavy water pressure. The bell became fouled with the wreck and could not be raised until late at night. Four divers have lost their lives in efforts to secure the part cargo of the Pewabic. William Hike, of Buffalo, died from exposure in 1865, and Oliver Pelkey, of Ashland, became entangled in the wreck in 1891 and was pulled to the surface, dead. Capt. Phelps, of the Root, feels the accident keenly and declares he would not lower another man in the bell for $10,000.

BUFFALO.

Special Correspondence to The Marine Record.

Owing to a light movement of grain and package freight on Lake Superior, the Northern Line steamer Northern Queen has been temporarily laid up here.

This week has been a very dull one in shipping circles and all hands seem to be waiting for something that may or may not transpire in a day or two or a week or two; whatever it is that is going to shake up the freight market and transportation interests generally, the sooner it comes along the better.

Admiral McNair, U. S. N., chairman of the Light-House Board, visited this port on Wednesday and left for Detroit on the light-house tender Haze, Capt. John Baxter. Admiral McNair intends making himself thoroughly acquainted with the system in vogue and the requirements of the several light-house districts on the lakes.

Erie canal shipments took a spurt last week, and ran up a total of 1,170,000 bushels of grain, which is about twice the amount carried by the railroads. This circumstance has not happened before in a great length of time. The Erie canal trade is not by any means a bygone industry yet, nor is it likely to be while owned by the State of New York.

The friends of the late Capt. Charles V. Gridley, U. S. N., propose to bury his ashes on the top of the bank overlooking the harbor at Erie, Pa. It is a beautiful spot at the east end of the peninsula, and there a monument is to be set up. The naval friends of the Olympia's late commander are said to prefer interment at Arlington, where so many heroes rest.

The whereabouts of Capt. Albert Renders, of Buffalo, formerly of Chicago, who disappeared from the steamer Simon J. Murphy, at Toledo, in November, 1897, have not yet been learned. The wife of Capt. Renders is a delicate woman, and has broken down under the strain induced by the disappearance of her husband. Any person who has a knowledge of the whereabouts of Capt. Renders will confer a favor by informing Attorney E. A. Hayes, Ellicott Square, Buffalo, or by communicating with Mrs. Renders, in care of Attorney Hayes.

Here is the way a Buffalo vessel man figures out the going grain freights: Say 100,000 bushels at ¾ cent = $750 gross earnings. Disbursements—trimming, $75; shoveling, $310; fuel bill, $150; wages, $150; total, $685; balance, $65, to meet insurance on hull and freight, tug bills, engineer and deck supplies, provisions, etc., not to mention address fees, used to facilitate the handling of ship and cargo, the master's incidentals, including car fares, and the greater or less expenditure each trip for up-keep. Well! they say the head's uneasy that wears a crown (whether of thorns or jewels) and the vessel owner is not resting on a bed of down or rose leaves these times either. Likely we want deeper channels, larger boats, more labor-saving appliances and a whole host of other things to parallel the economy of the times.

CLEVELAND.

Special Correspondence to The Marine Record.

The new steel steamer Presque Isle, Capt. Lowe, recently launched from the Lorain yards of the Cleveland Ship Building Co., will be ready for service in about a week.

The rudder-frame for the battleship Illinois has reached the Newport News shipyard from the works of the Cleveland City Forge. The weight of this frame is 32,390 pounds, and there are but few plants in the country that can forge so large a piece of metal.

The new revenue cutter Algonquin leaves Cleveland for Ogdensburg this week. The Globe Iron Works Co, her builders, will take charge of the work of getting the cutter through the St. Lawrence system of canals and deliver her to the United States government at Montreal.

The steamer R. R. Rhodes docked this week at the Ship Owners' Dry Dock to have her butts calked and searched up. Work on the steamer Siberia has been completed and the H. J. Johnson docked for repairs to collision damage; she will receive some new planking and be calked, etc.

Pres. Luther Allen and general manager Newman of the Globe Iron Works Co., left on the revenue cutter Algonquin on Wednesday evening for Ogdensburg. The Globe Iron Works Co., will deliver the Algonquin at Montreal and it is safe to say that no such a fiasco as the Gresham case will be permitted.

The steamer Frank E. Kirby and the new steamer City of Erie, of the C. & B. Line, had an exciting race from Detroit to Put-in-Bay on Saturday. The Kirby passed the City of Erie going down the river, but the latter recovered her lost ground on the lake. The race was a very even one, but the City of Erie gained on the Kirby by about one minute.

The steel steamer Hendrick S. Holden, built to the order of the Etna Steamship Co., Cleveland, will be launched from the yards of the Globe Iron Works Co., on Saturday at 2:30 p. m., standard time. Miss Mary Stewart will have the honor of christening the new competitor for lake favors. The Holden is 430 feet in length and will be one of the largest carriers on fresh water.

Repairs have been completed on the large steel steamer Senator at the Lorain yards of the Cleveland Ship Building Co., and she has cleared for Detroit, where she will be laid up until freights improve. The Senator's bottom damage was rather extensive, through grounding in the Detroit river, forty shell plates having to be taken off, some of which were re-rolled and others replaced with new ones. Cost of repairs are placed at about $10,000.

There are a few handy little passenger steamers on Lake Erie that might rope in a fairly good living if they had a trade. The Herald says, Lorain ought to have an excursion boat of some kind here this season. Not an excursion has been run from this port since navigation has opened. There is no doubt but what a large crowd would take a ride if given an opportunity. One large crowd or even a number of crowds is not enough to keep a boat going all season, but it is possible that enough trips might be made out of Lorain to keep a small excursion steamer sailing out of that port during the best part of the season.

About 2,500 people accepted the invitation of the C. & B. Line to take a free outing on their new steamer City of Erie on Tuesday afternoon, a couple of hours spin in front of the city was heartily enjoyed and every one seemed very much pleased, besides speaking in high terms of the splendid equipment of the City of Erie, and the attention shown to everyone by the officers of the line. The City of Erie was presented with a set of colors by the citizens of the port she was named in honor of and they proudly fluttered in the breeze during the excursion. Buffalo and Erie citizens will be extended similar courtesies during the week.

Sliding down aboard of the City of Buffalo on Saturday afternoon to take a spin a few miles out on the lake to meet the incoming new boat City of Erie, I got a little peckish after a couple of hours and went around trying to purchase a sandwich when by the man of the mast I was told that there was not a crumb of bread on the "coach." The chief waiter and chief steward and other chiefs were consulted but said they could give nothing, give indeed, this old flat-foot was'nt looking for gifts, the two dollar bill he was twirling in his fingers might have been theirs for a couple of pantiles and a slice of salt horse, but no sirrah. The best I could do was to hoist aboard a dollar's worth of "squirt water" and take a reef in the waistband of the hang downs until the beach was reached. I've generally fought shy of these two cent dashes, and the RECORD will want an item if it depends on me rushing into the jaws of starvation again, I get plenty of that ashore without sculling out on the lake in a high classed passenger boat to get it.

FLOTSAM, JETSAM AND LAGAN.

The barge Metacomet of the Inter Ocean Line carried her first cargo of the season this week.

When a pretty girl wears red, white and blue garters does she show her patriotism?—[Boston Globe.

The propeller John Otis has a contract to transfer 14,000,000 feet of lumber from Menominee to Chicago.

The rudder of a ship may be referred to as a stern necessity. Her wake is the only trace of her previous presence.

Capt. Daniel Henderson, of the steamer Sam Neff, had his left arm fractured this week by a fall at Put-in-Bay, Lake Erie.

All vessels are free to clear for Canada from this side without charge; the war tax on clearances to foreign points applies only to the ocean.

Frank O'Conner, deckhand on the steamer Corsica, was drowned at Escanaba Saturday night. He fell off the dock as the steamer was leaving.

At Chicago on Saturday last room was taken for 210,00 bushels of corn and 75,000 bushels of oats. The corn rate was quoted at ⅝ and ¾ cent per bushel.

The funeral of Captain W. H. Wheatley, keeper of the Marquette light-house, who was drowned two months ago, was largely attended at Marquette on Wednesday.

Manitowoc now has a 21-foot channel from the end of the harbor piers to Fifth street, and the government dredge has gone to Sheboygan for the purpose of deepening the harbor of that port to 18 feet.

The schooner Australia is in dry dock at W. Superior, Wis., for repairs through collision. Besides eighteen new

plates the vessel will need a complete new bow and collision bulkhead. She will be in dock for several weeks, and the cost of repairs will be heavy.

A special dispatch from the "Soo" says the steam yacht Cynthia, owned by M. B. Mills, of Detroit, beat the whaleback passenger steamer Christopher Columbus from Marquette to the "Soo" Monday. The distance of 158 miles was made in ten hours fifty-five minutes, or nearly fifteen miles an hour.

The amount of corn which suffered damage from smoke in the fire that recently occurred on the Canada-Atlantic Transit Company's steamer German, while en route to Parry Sound, was 30,000 bushels. The grain was sold for twenty-five cents per bushel to a starch manufactory in Montreal, constituting a loss to the underwriters of about $5,000.

Reports from various shipping offices along the lakes show a marked increase in the number of seamen seeking employment. Men were scarce a month ago, plenty of them can be had now, though the majority of the influx are said to be farmer boys and wandering willies. This element only work the lakes during the finest months of the season. For the rest, some tonnage is laid up just at present.

The announcement has been made that the steamer Metropolis will make her first trip of the season to Put-in-Bay next Sunday. The Metropolis is one of the most comfortable boats on the lakes, and under the management of Capt. Charles West, the patrons of the Metropolis will be served with entire satisfaction. Captain Tyrie will again be master of the boat, and Mr. Frank Lee as clerk.

On Monday during a severe thunderstorm which passed over Rondeau, Chatham's summer resort on the shores of Lake Erie, the Bonnie Belle, a yacht owned by E. Jones, superintendent of the Chatham waterworks, was struck by lightning. The electric fluid ran down the mast, destroyed the rigging and ripped two holes in the bottom near the keel. The crew of the schooner Defiance put out to the Bonnie Belle and were able to get her nearly to shore before she foundered.

Col. G. J. Lydecker, Corps of Engineers, U. S. A., has written to Capt. George P. McKay, Cleveland, expressing some doubt as to the reasonableness of the complaints regarding obstructions in the lower channel through Lake St. Clair. He says that a careful survey of the locality, made in May, disclosed nowhere less than 19 feet of water. The colonel, however, promises to have an examination made by means of a sweeping scow at once.

A large oil tank steamer is nearly ready for launching at the Roach shipyard, Chester, Pa. She is for the Standard Oil Company, and will have a capacity of 720,000 gallons. The length of the vessel over all is 254 feet, and beam 40 feet; engines of 1,500 horse power and speed of 12 knots. The oil tanks are separated from the engine and boiler spaces by wells filled with water for safety against fire. The vessel will cost about $250,000 completed.

The fish tug Effie B, sailing out of Ashtabula, was within hailing distance of the Canadian fishing cruiser Petrel Monday last and as a result no mistake was made, nets were set only in United States waters. The fish tug unknowingly ran over the boundary line a mile or so. The Petrel was cruising along and the fish boat was warned that they were trespassing on foreign waters. The captain of the Petrel was very courteous and said that he thought that the captain of the American tug did not know just where the line was located, which was as candidly admitted. The United States ought to have a couple of fishing cruisers to enforce our own laws during the closed season. The Dominion government should be upheld in its efforts to support and enforce law and order even in mid-lake.

MARINE REPORTING.

The Port Huron Sunday Herald prints about the most original marine news items of any paper extant, or rather, the phraseology is so charmingly lucid and frank as to give even an ordinary news item a fascinating flavor of truthful brusqueness unexcelled by any other publication, as for instance:

"The little pollywog steamer Sakie Shephard was laying at Courtwright, thought she was safe as a mouse in a mill, but by some manner the fire fiend caught her and she was burned to the water's edge, is not worth repairing again. The schooner Young America was laying along side, had her stern badly damaged, but it will be doubtful if she is ever repaired."

"The big elevator at Ogdensburg, N. Y., was struck by a tornado last Monday night, the roof ripped off as clean as a hound's tooth, 850,000 bushels of oats were damaged by the rain fall, and the question of the hour is who is going to pay for the loss, as the insurance is against loss by fire. Mr. Legal Larceny will have to be called in to settle the hash there."

"The collision case of the Susan E. Peck and the schooner A. Folsom and her consort Nelson, which occurred nearly four years ago at the Lime Kiln crossing in Detroit river; has been decided in the court after all these many days of waiting. The decision is very clear and lucid, nought is nought and two is two and to take ten from Susan and call it two would never do, as the Folsom and Nelson should have had no crew to plough Lake Erie through, hence according to the reports of Cass, Susan is a lass, should have stopped, took off her shoe, therefore all is lost, except each unlucky wight must stop, ante up and pay the cost and have nother loss."

TABLE OF ELEVATIONS

OF OBJECTS ABOVE LAKE LEVEL WITH THEIR CORRESPONDING DISTANCES OF VISIBILITY.

Heights, in feet.	Distances, in statute miles.	Heights, in feet.	Distances, in statute miles.	Heights, in feet.	Distances, in statute miles.
5	2.96	70	11.07	250	20.92
10	4.18	75	11.46	300	22.91
15	5.12	80	11.83	350	24.75
20	5.92	85	12.20	400	26.46
25	6.61	90	12.55	450	28.06
30	7.25	95	12.89	500	29.58
35	7.83	100	13.23	550	31.02
40	8.37	110	13.87	600	32.40
45	8.87	120	14.49	650	33.73
50	9.35	130	15.08	700	35.00
55	9.81	140	15.65	800	37.42
60	10.25	150	16.20	900	39.69
65	10.67	200	18.71	1,000	41.83

The distances of visibility given in the above table are those from which an object may be seen by an observer whose eye is at the lake level; in practice therefore, it is necessary to add to these a distance of visibility corresponding to the height of the observer's eye above lake level.

EXAMPLE.—Twin River Point Light seen just at the horizon, what, under ordinary conditions of the atmosphere, is its distance from the observer?

Height (according to List of Lights and Fog Signals), 110 feet, distance visible (according to table)	13.87 statute miles.
Add distance corresponding to height of observer's eye above lake level, 15 feet	= 5.12 statute miles.
Distance of light	18.99 statute miles.

Distances corresponding to heights not included in the above table may be found by the formula $D = \frac{1}{2} \sqrt{7 H}$, in which H = the elevation, or height, in feet, of the object above lake level, and D = the corresponding distance of visibility, in statute miles. The formula is based on the mean curvature of the earth and is corrected for ordinary atmospheric refraction.

The distance of visibility of a light may be greatly augmented by abnormal refraction, which usually increases with the height of the barometer and a falling temperature.

BUSINESS AT CONNEAUT BRISK.

Business at Conneaut harbor is increasing every day. The twelve rapid operating McMyler hoists recently erected are running almost constantly, and men are at work on the foundation for an improved car dumping machine. Since navigation opened over 160,000 tons of ore have been handled there, and over a million tons will be handled during the season. The car-ferry is also making regular trips across the lake and business with Canada by this route seems to be on the increase.

A FISHERY COMBINE.

W. Vernon Booth of the A. Booth Packing Co., Chicago, has been the prime mover in the consolidation of all fishing interests on the lakes and he will probably be manager of the business. Others financially interested are P. D. Armour, the large Chicago operator, and J. R. Walsh, both of whom will, no doubt, be selected to act as trustees. June 30 has been set as the day when the transfer of the property of the individual concerns will be made, and the English syndicate will take charge of the combined interests at some time shortly afterward. The place where transfers are to be made has not as yet been announced, but as New York is the most convenient, the final arrangements will probably be made there.

The Great Lakes and some Canadian waters, including Lake Winnipeg, are the principal fishing fields. As it is necessary to procure a license to fish in Canadian waters and this gives exclusive privilege in certain territory, it practially amounts to a monopoly, and the new company will control fishing in some of the most important waters.

Like other large consolidations, this company expects to make its profits through its ability to distribute its product economically and to the best advantage according to the demands of the market.

FAULTY WORK ON BROOKLYN DRY DOCK.

For permitting faulty work on the dry dock of the Brooklyn navy yard, with which all readers are quite familiar, Civil Engineer A. G. Menocal, of the U. S. Navy, lately engaged in exploring the Nicaragua canal route, has been found guilty of inefficiency and neglect of duty and sentenced to suspension of duty for three years, on furlough pay. The Navy Department has taken steps to begin court-martial proceedings against Engineer G. White for neglect of duty in the construction of the same dock. During the construction of the dock Engineer White was assigned with Engineer Menocal to superintend it and is said to have been in charge much of the time during the absence of Menocal. An attempt will be made to have the trial brought also against the sureties on the bond of Walsh Bros., the contractors who built the dock. The contract was entered into May 8, 1895, on a price of $370,000. Subsequent to making the contract, changes in the construction of the dock entailed an additional cost of $450,000. It is said that the break in the dock cost the government $160,000 to $170,000.

LIGHT-HOUSE BOARD OF THE UNITED STATES.

(Organized in conformity to the act of Congress approved August 31, 1852.)

LIST OF MEMBERS.

Hon. Lyman J. Gage, Secretary of the Treasury, ex efficio president.

Commodore F. V. McNair, United States Navy, Chairman.

Col. Walter S. Franklin.

Col. George L. Gillespie, Corps of Engineers, United States Army.

Prof. Henry S. Pritchett, Superintendent U. S. Coast and Geodetic Survey.

Capt. Yates Stirling, United States Navy.

Lieut. Col. Alexander Mackenzie, Corps of Engineers, United States Army.

Commander S. M. Ackley, United States Navy, Naval Secretary.

Capt. John Millis, Corps of Engineers, United States Army, Engineer Secretary.

LAKE LIGHT-HOUSE DISTRICTS AND LOCAL OFFICERS.

NINTH DISTRICT—This district includes all aids to navigation on Lake Michigan, Green Bay and tributary waters lying west of a line drawn across the Straits of Mackinac, at a point just to the eastward of Old Mackinac Point Light-Station, Michigan.

Inspector—C. O. Allibone, Lieutenant-Commander, U. S. Navy, Room 1431 Marquette Building, corner Adams and Dearborn Sts., Chicage, Ill.

Engineer— Milton B. Adams, Major of Engineers, U. S. Army, 18 Bagley Avenue, Detroit, Mich.

TENTH DISTRICT—This district extends from the mouth of the St. Regis River, St. Lawrence River, New York, to the mouth of the River Rouge, Detroit River, Michigan. It embraces all aids to navigation on the United States shores and waters of Lakes Erie and Ontario, and the upper part of the St. Lawrence, the Niagara, and the lower part of the Detroit rivers.

Inspector—Franklin Hanford, Commander, U. S. Navy, Ellicott Square, Buffalo N. Y.

Engineer—William S. Stanton, Major of Engineers, U. S. Army, Second National Bank Building, Oswego, N. Y.

ELEVENTH DISTRICT—This district extends from the mouth of the River Rouge, Detroit river, Michigan, to the westerly end of Lake Superior. It embraces all aids to navigation on the United States' shores and waters of lakes St. Clair, Huron and Superior, the upper part of the Detroit river, the St. Clair and St. Marys rivers, and that part of the Straits of Mackinac lying to the eastward of a line drawn across the straits just to the eastward of Old Mackinac Point Light Station, Michigan.

Inspector—Duncan Kennedy, Lieutenant- Commander, U. S. Navy, U. S. Public Building, Detroit, Mich.

Engineer—Milton B. Adams. Major of Engineers, U. S. Army, 18 Bagley Avenue, Detroit, Mich.

DETROIT MARINE POST OFFICE.

LETTERS REMAINING ADVERTISED IN DETROIT, MICH., POST-OFFICE JUNE 24, 1898.

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Chipman, D.W.J., str. Niko.
Duval, Fred L., str. J. B. Ketchum.
Doane, Geo.
Drago, Louis.
Elliott, Fred W., 2,bge.Aloha.
Farmain, J. M.
Fury, Emerson.
Finkle, Wm.
Grant, Wm. E.
Ganmond, Albert.
Goines, John.
Hinskley, Barton W., str. Stephenson.
Knight, Jessie.
Lamee, Albert, str. Lansing.
Lyman, Lewis.
Miller, Chas. J.
Mortin, Thomas J., sch. Plow Boy.
McAuley, Dan.
McSaur, John.
McKenzie, Jas. A., 2, str. Uganda.
Nelson, Edward.
Snyder, G.
Stafford, Mary.
Scott, Wm. M., str. Uganda.
Sullivan, John, sch. Iron Cliff.
Sparling, C. H., str. Howard.
Stoat, James, sch. Tokio.
Sohn, Adolph, str. New Orleans.
Vorhis, Mary, sch. Canton.

F. B. DICKERSON, P. M.

MARINE HOSPITALS AT ALL LAKE PORTS.

CONTRACTS FOR CARE OF SEAMEN, ETC.

TREASURY DEPARTMENT,
OFFICE OF SUPERVISING SURGEON-GENERAL,
U. S. MARINE HOSPITAL SERVICE,
WASHINGTON, D. C., June 6, 1898.

The following contracts for the care of seamen entitled to relief from this service, for the fiscal year ending June 30, 1899, are published for the information of accounting officers of the Treasury Department, disbursing agents, commissioned medical officers and acting assistant surgeons of the Marine Hospital Service, and customs officers. This circular is to be regarded as official notification of the acceptance of the proposals made by the parties designated, and must be cited, giving its number and date, on all the bills for the treatment and maintenance of seamen, and for the burial of deceased hospital patients, as the authority for any expenditure incurred under its provisions. Charges will be allowed for the day of admission of a hospital patient, but not for the day of discharge or death. The right is reserved by the Secretary of the Treasury to terminate any contract whenever the interests of the service require it. All relief must be furnished in accordance with the Revised Regulations of the Marine Hospital Service; and, in consequence of the large expenditure for relief, and of the limited sources of income, it has become necessary to give notice that, as provided in the regulations, no allowance will be made for expenditures incurred at any station not named in this circular.

Upon admission to a contract hospital of a patient with disease or injury which, in the opinion of the medical officer, the acting assistant surgeon, or physician in charge of the case, will require more than twenty days' treatment in hospital, the officer issuing the permit will at once request authority from the bureau to transfer such patient to the nearest marine hospital, provided the patient's condition, in the opinion of the medical officer, the acting assistant surgeon, or physician in charge of the case, is such as to admit of transportation.

The attention of customs officers, commissioned medical officers, acting assistant surgeons, or other physicians in charge of patients of the Marine Hospital Service at contract stations, is hereby called to the necessity of discharging patients promptly upon the termination of the necessary hospital treatment, and without awaiting the expiration of the period authorized in the permit.

The term "contagious diseases" wherever occuring in this circular, specific contracts excepted, includes only those diseases which, under usual municipal regulations, are required to be treated in a special hospital for contagious diseases.

WALTER WYMAN,
Superintending Surgeon-General U. S. Marine-Hospital Service

Approved: L. J. GAGE, Secretary of the Treasury.

ASHLAND, WIS.—St. Joseph's Hospital to furnish quarters, subsistence, nursing, medical attendance, and medicines, at 85 cents a day; contagious diseases, $2 a day, and to provide for the burial of deceased patients, at $9 each.

ASHTABULA, OHIO.—The medical attendance to be furnished by an acting assistant surgeon; Mrs. Henry Whelpley to furnish quarters, subsistence, and nursing, at $1 a day; contagious diseases, $1.50 a day; John Ducro & Sons to provide for the burial of deceased patients, at $9.75 each.

BUFFALO, N. Y.—The medical attendance to be furnished by a medical officer of the Marine Hospital Service; Buffalo Hospital (Sisters of Charity) to furnish quarters, subsistence, nursing, and medicines, at $1 a day; contagious diseases at $2 a day; and to provide for the burial of deceased patients, at $10 each.

CHICAGO, ILL.—Hospital patients to be cared for in the United States Marine Hospital; B. E. Arutzen to provide for the burial of deceased patients, at $15 each.

CLEVELAND, OHIO.—Hospital patients to be cared for in the United States Marine Hospital; Flynn, Abel & Froelk to furnish ambulance service, at $1 for each patient, and Hogan & Sharer to provide for the burial of deceased patients at $13 each.

DETROIT, MICH.—Hospital patients to be cared for in the United States Marine Hospital; Charles N. Flattery to provide for the burial of deceased patients, at $8.50 each.

DULUTH, MINN.—The medical attendance to be furnished by an acting assistant surgeon; St. Luke's Hospital to furnish quarters, subsistence, nursing, and medicines, at 75 cents a day; John W. Stewart to provide for the burial of deceased patients, at $15 each.

ERIE, PA.—The medical attendance to be furnished by an acting assistant surgeon; Hamot Hospital Association to furnish quarters, subsistence, nursing, and medicines, at 71 cents a day; V. Heidt to provide for the burial of deceased patients, at $15 each.

ESCANABA, MICH.—The medical attendance to be furnished by an acting assistant surgeon; Delta County Hospital to furnish quarters, subsistence, and nursing, at 86 cents a day.

GRAND HAVEN, MICH.—The medical attendance to be furnished by an acting assistant surgeon; Anna Farnham to furnish quarters, subsistence, and nursing, at $1 a day; A. Kiel to provide for the burial of deceased patients, at $14 each.

LUDINGTON, MICH.—The medical attendance to be furnished by an acting assistant surgeon; Mrs. H. D. Linsley to furnish quarters, subsistence, and nursing, at 80 cents a day; Ludington Casket Co., to provide for the burial of deceased patients, at $14.98 each.

MANISTEE, MICH.—The medical attendance to be furnished by an acting assistant surgeon; Mercy Hospital to furnish quarters, subsistence, nursing, and medicines, at 90 cents a day; Switzer & Merkle to provide for the burial of deceased patients, at $10.50 each.

MARQUETTE, MICH.—The medical attendance to be furnished by an acting assistant surgeon; St. Mary's Hospital to furnish quarters, subsistence, nursing, and medicines, at 75 cents a day, and to provide for the burial of deceased patients, at $6.45 each.

MILWAUKEE, WIS.—The medical attendance to be furnished by an acting assistant surgeon; St. Mary's Hospital to furnish quarters, subsistence, nursing, and medicines, at 80 cents a day; George L. Thomas to provide for the burial of deceased patients at $15 each. Patients who require hospital treatment and whose condition, in the opinion of the acting assistant surgeon, will permit their transportation with perfect safety, shall be sent to the Marine Hospital, at Chicago, Ill.

OGDENSBURG, N. Y.—The medical attendance to be furnished by an acting assistant surgeon; City Hospital to furnish quarters, subsistence, nursing, and medicines, at $1 a day; Nutall & Murphy to provide for the burial of deceased patients, at $9.23 each.

OSWEGO, N. Y.—The medical attendance to be furnished by an acting assistant surgeon; Oswego Hospital to furnish quarters, subsistence, nursing, and medicines, at $1 a day; John F. Dain & Son to provide for the burial of deceased patients, at $15 each.

PORT HURON, MICH.—The medical attendance to be furnished by an acting assistant surgeon; Port Huron Hospital and Home to furnish quarters, subsistence. and nursing, at $1 a day; George Thompson to provide for the burial of deceased patients, at $5.75 each.

SAGINAW, MICH.—The medical attendance to be furnished by an acting assistant surgeon; St. Mary's Hospital to furnish quarters, subsistence, nursing, and medicines, at 90 cents a day; contagious diseases, at $2 a day.

SANDUSKY, OHIO.—The medical attendance to be furnished by an acting assistant surgeon; Good Samaritan Hospital to furnish quarters, subsistence, and nursing, at $1 a day.

SAULT STE. MARIE, MICH.—The medical attendance to be furnished by an acting assistant surgeon; Mrs. Annie Little to furnish quarters, subsistence, and nursing, at $1 a day; Ryan & Co., to provide for the burial of deceased patients, at $14 each.

STURGEON, BAY, WIS.—The medical attendance to be furnished by an acting assistant surgeon; Moeller & Schmidt to furnish quarters, subsistence and nursing, at $1 a day; H. J. Hahn to provide for the burial of deceased patients, at $13 each.

SUPERIOR, WIS.—The medical attendance to be furnished by an acting assistant surgeon; St. Mary's Hospital to furnish quarters, subsistence, nursing, and medicines, at 90 cents a day; A. P. La Sage to provide for the burial of deceased patients, at $8 each.

TOLEDO, OHIO.—The medical attendance to be furnished by an acting assistant surgeon; Toledo Hospital Association to furnish quarters, subsistence, nursing, and medicines, at 80 cents a day; contagious diseases, at $1.50 a day, and to provide for the burial of deceased patients, at $15 each.

The United States Marine Hospitals are, by the provisions of Department Circular No. 73, May 2, 1898, made available for the reception of the sick and wounded of either the United States Army or the United States Navy, and commissioned medical officers in command of United States Marine Hospitals are hereby directed, upon written request of the proper military or naval authority, to receive and care for said patients; the Marine Hospital Service to be reimbursed the actual cost of maintenance.

The rate of charge for seamen from vessels of the coast survey, admitted to hospital under the provisions of the regulations, and of foreign seamen admitted under the act of March 3, 1875, is hereby fixed at the uniform rate of $1 a day.

At all ports not otherwise specified, the dispensary is located at the custom house or marine hospital.

EASTERN FREIGHT REPORT.

Messrs. Funch, Edye & Co., New York, issue the following synopsis of the condition of the Eastern freight market:

Since our last report the speculator in control of our wheat market has utterly collapsed, and we may now shortly, after the air will have been cleared from the remnants of this explosion, look forward to a resumption of grain shipments on the accustomed lines. At the moment, however, practically no outside chartering has yet taken place, beyond the engagement of some parcels for Lisbon, and it should be a matter of the highest congratulation to owners of vessels under charter to the eliminated speculator, that the execution of all pending contracts is promised. In the contrary event a number of boats would have been thrown upon a perfectly inert freight market, and very severe losses to owners have been unavoidable. Deal freights show a further decline, and the demand for timber boats appears to have been practically met for the moment.

Business in sail tonnage still suffers from the restrictions mentioned in our last; rates, however, remain about the same. The enquiry for lumber vessels for South America still continues, but shippers are holding out for lower rates, and, we fear, they are likely to carry their point. Naval stores freights are a trifle weaker, but there is still a fair demand for the summer months on the basis of about 2s. 9d. for rosin to Cork f. o. for medium-sized vessels. Far-off tonnage for case oil to the east is obtainable at somewhat easier figures; near-by vessels continue to command full rates. The demand for barrel oil vessels to Europe is light, and limited to ports in the United Kingdom.

MARITIME LAW.

THE WASP.

DONOGHUE-KELLOGG MILL CO. V. THE WASP.

(*District Court, D. Washington, N. D., April 4, 1898.*)

1. TOWING RAFT—GUARANTY OF SAFE DELIVERY—BREACH.—Where the lessees of a steam tug entered into a contract to tow a raft of cedar logs, and guaranteed their safe delivery, they are liable under the guaranty for logs lost by them, and, under the statue of the State of Washington (2 Ballinger's Codes & St. Wash. § 5953), the libelants have a lien on the tug for the amount of damages.

2. SAME—NEGLIGENCE.—Where the master and lessees of a tug, towing a raft, finding that they cannot enter a bay until the next flood tide, leave the raft unsecured except by a single line tied to an insecure stake in the beach, and remain absent until the next flood tide, they are guilty of gross negligence and liable for the value of the logs lost. T. B. Hardin for libelants and Allen & Powell for claimant.

Handford, District Judge. The lessees of the steam tug Wasp entered into a contract with the libelants to tow a raft of cedar logs from Utsalady to the libelants' shingle mill at Ballard, and, in consideration of the price for towing, agreed to be paid, guaranteed the safe delivery of the logs. At the entrance to Salmon Bay, the tug, with her tow, encountered difficulties and was delayed, and when the raft was delivered at the mill a large number of the logs had been lost, for which loss the libelants have sued to recover damages. The contract by which the lessees have guaranteed the safe delivery of the logs has been broken, and without proof of additional facts, the libelants are entitled to recover damages, and, by force of a statute of this state, the libelants have a lien upon the steam tug for the amount of damages. 2 Ballinger's Codes & St. Wash. §5953. Without the guaranty, the tug would not be liable, unless there was negligence in handling the raft, amounting to a failure to exercise ordinary care and skill, and the libelants would have the burden of proof to show a breach of the contract by failure on the part of the tug's captain to exercise ordinary care and skill. The A. R. Robinson, 57 Fed. 667. But, even under this rule, the libelants have made a good case. It is clearly established by the evidence that there was gross negligence on the part of the master and the lessees of the tug in handling this raft. I will not criticise their conduct previous to the grounding of the raft on the sand spit at the entrance to Salmon Bay. It is sufficient to say that, when they found that they would be unable to enter until the next flood tide, they were negligent and foolish in leaving the raft unsecured except by a single line tied to an insecure and weak stake or post in the beach, and remaining absent until the next tide had come in sufficiently to float the raft. No person could doubt that it would be negligence for the tug to have left her tow for 10 or 12 hours, afloat in mid channel, and yet it would have been less liable to have been lost or damaged than in the position in which the tug did leave this raft. I find the value of the logs which were lost to be $814.80, and this amount, with interest at the rate of 7 per cent. per annum from January 1, 1897, is the amount which, with costs, will be decreed to the libelants as their damages. The evidence fails to show that the libelants were damaged by loss of profits. They did lose $7 per day for a period of 10 days, during which the mill was shut down, which they would be entitled to recover in addition to the value of logs, but this damage only equals the amount of the towage bill, which should be deducted.

THE collier Brutus received rather an elaborate towing arrangement before leaving San Francisco with the monitor Monterey recently in order to tow her west from Honolulu, whither the monitor would go under her own steam. New towing bitts were fixed and a "towing bridle" was constructed of 4¾ inch wire cable 360 feet long, to half way around the ship and made fast to the forward and amidship bitts with a "pelican" hook at the bow, which can be made to release the ship from the tow in an instant should heavy weather or the presence of a hostile ship necessitate. Three towing hawsers of 12-inch manila, each 720 feet long, were taken. How much better than all this would have been one of the Shaw & Spiegle steam towing machines, made by the American Ship Windlass Co., of Providence, R. I., which have given constantly increasing satisfaction and confidence in their efficiency.—Marine Journal.

VESSELS CLASSED.

The American Shipmasters' Association classed or rated this week in the Record of American and Foreign Shipping the following named vessels: screw-steamers, Alcedo, City of Rio de Janeiro and Senator; schooners, Robt. A. Kinnier and Flora Rodgers; Swedish screw-steamer Maria and British three-masted schooner Zouave.

SHOULD THE GOVERNMENT INSURE WAR RISKS?

There is a simultaneous movement on foot in this country and Great Britain to have the government insure marine risks during a period of war.

In the United States the measure is covered by H. R. 10,231, being a bill "to insure and protect the commerce and merchant marine of the United States from depredation by public enemies, and for other purposes."

Mr. John C. Coombs, of Boston, Mass., very ably argued, before the Committee on the Judiciary, Hon. George W. Ray in the chair, in favor of the adoption of such a measure becoming law. The proposition is that the United States should protect the property under their flag wherever, by their sanction, that flag may be carried, and that everything which may rightfully seek the protection of and pays allegiance to it may rely upon its sovereignty for safety as against any hostile human power.

In his argument before the Committee on the Judiciary of the House of Representatives Mr. Coombs pointed out that in 1789 our total merchant marine was 201,000 tons. Soon after that the troubles broke out in France and spread over Europe, generally refered to as the Napoleonic wars. European ships were not safe for the transportation of cargoes generally, and American ships were, and consequently in 1810 we had increased to over 1,400,000 tons of merchant marine. At the close of 1810 we had nearer 1,500,000 tons. There are only three nations, besides our own, which nominally exceed that to-day. Then came our own disturbances, those which preceded and extended over the war of 1812. During that war and period we lost 265,000 tons, coming out of the war in 1815 with 1,059,000 tons. We did not recover and get back again to where we had stood in 1810 until 1826. From 1826 to 1830 we enjoyed what Mr. Bates, in his book on American marine, has called our "climax period." We carried in American bottoms over 86 per cent. of our own foreign export trade and over 93 per cent. of our import trade. Of course, such a precentage as that could not be kept up as trade increased. Still, we held our substantial advantage and gained.

The next war, that of 1845 with Mexico, did not materially affect our commerce. In fact, it did not interrupt our progress. Mexico was not a maritime power, and in the end she ceded to us California,and in the next year gold was discovered there, which gave a new impetus to our commerce around the Cape and in the Pacific.

This had not abated when war broke out in Europe between Russia and the Allied Powers, and we had three great years: 1854, 1855 and 1856. In 1855 we built nearly 600,000 tons of merchant marine. Lieutenant Kelley, in his book on The Question of Ships, says that, in 1855, we had 1,300,000 American tons engaged in foreign carrying trade in which the United States had no interest. We carried, at that time, 75 per cent. of our trade with Europe in American bottoms. We kept on gaining. We were building ships to sell to other countries. The business survived the panic of 1857, and in 1861 we had, in round numbers, 5,540,000 tons of merchant marine afloat, and of such a class that almost 2,500,000 was registered for foreign trade.

All the merchant marine of the world was then divided, substantially, into three parts. We had one-third—the strongest third—England had one-third, and all the rest of the world put together had one-third. We had accomplished nearly all of that in a half a century. Then came the war of the rebellion, and we offered no assurance or protection to our frightened commerce. You all know the unhappy conseqeunce and the history of it, and I will remind you of but few and simple figures. in 1861, the Confederate cruisers captured or sunk 37 American vessels with a total of 11,789 tons. That same year we sold to England 126 vessels of 71,673 tons. The next year, 1862, there were taken or sunk 35 vessels of 11,790 tons, and we sold to England 135, aggregating 64,578 tons. The next year, 1863, of our vessels, 97 were taken or sunk, measuring in all 51,710 tons, and we sold to England 343 vessels, with a total tonnage of 253,000. The next year, 1864, 36 vessels were taken or destroyed, with a total of 14,122 tons, and we sold 106 vessels to England, of a little over 92,000 tons. We came out of the war having lost in all, captured or destroyed by Confederate cruisers, 239 vessels with a total of 104,605 tons.

"In addition the fear of capture, operating in connection with these other causes, effected the transfer to foreign flags of 774,652 tons, making a total of 879,257 tons of shipping lost to the American merchant marine from the causes recited." (See Executive Document 111, Forty-first Congress second session, entitled " Foreign Commerce and Decadence of American Shipping.")

Mr. Bates states the facts forcibly. He says:

During the war for the Union, for the want of adequate naval protection, our shipowners sold abroad 800,000 tons of our best shipping, worth, in the aggregate, $40,000,000. In addition, we had sunk, burnt, and destroyed by British-built Confederate cruisers about 80,000 tons, mostly with cargoes, valued together at $10,000,000. Thus 40 per cent. of the tonnage engaged in our foreign trade and a capital of $50,000,000 were driven out of our shipping business or destroyed for want of a proper navy.

The whole amount sold was 774,000 tons. Nearly eight tons ran away for every ton that was actually molested. I agree with Mr. Bates, in the light he then had, that the loss was due to the want of a proper navy; but I think now that it was for the want of proper government protection. I think the insurance proposed in this bill would have been more effective than a navy to save the commerce. We can not hope, in any war, for greater naval superiority over an enemy than that which we came to have over the Confederate States in the late rebellion; yet that fact did not check the flight from the flag in any degree. It isn't enough that the risk of remaining under the flag is slight. The risk, whatever it is, belongs to the government. The helpless, unarmed merchant marine must, to be retained, be subjected to no risk at all. It does not fight.

If we follow the disastrous consequences down through the years that followed, they kept on multiplying. Ten years ago, in 1887, we did only 3½ per cent. of the world's international navigation, and England did 50½ per cent. Year before last, 1896, American steamships made voyages between the United States and Europe to the number of 164. The steamships of other nations made 7,116 of such voyages. We had nearly 2½ per cent. of our European steamship trade left to us. That was the decline in a few years of American marine engaged in foreign commerce. For destructiveness, for decadence from first position to almost total extinction, it is perhaps not equaled by the history of any other enterprise of a people or avocation of man. We, from experience as well as demonstration, of all people, can subscribe to Sir Charles Wilson's declaration: "If there is one point clearer than another in the history of commerce, it is this: That when a state can not effectually protect its carrying trade in time of war that trade passes from it and does not return."

The question for us now is: Shall we repeat the blunder with what we have left and in spite of the experience, or shall we try to do something to retain our coast and Western Hemisphere trade through the war in which we are now engaged.

Mark you, that which hurts us most in the loss we suffered is this, that it was all unnecessary and a mistake. It need never to have happened at all. It would not have cost one cent to prevent it. The only thing that was required was truth to the principles of government and courage to promise in advance the indemnity which the government paid afterwards, for you know that we did actually pay to the owners the direct damage for loss occasioned by Confederate cruisers. And it cost the government nothing to do that, for we recovered it from England. The whole amount of direct damage that could be shown did not much, if at all, exceed Mr. Bates' estimate of from $8,000,000 to $10,000,000. It would have cost nothing to promise in advance and to perform afterwards, as we did, just what this bill asks—protection to everything under the flag anywhere on the sea. It would not have cost one dollar to have promised what we paid, and we should have saved to ourselves what we lost, never to regain—the first place in the carrying trade of the world. We paid it when it did no good to pay and when the position was lost.

Mr. Coombs goes into detail showing the logic of his position on this question but lack of space forbids us from following the discussion further at present.

Relative to the British side of the argument a writer in Fairplay, London, speaking on the point of "the State running war risks" says, I do not find any reasons why the State should not pay for war risks, which are the direct results of the State's acts in declaring war. Of course, the State insurance of destroyed ships and cargoes will neither fill the baker's shops with bread nor feed starving people. I am under no delusion on this point. My contention is that after the people have paid through taxes for protection, the Government should pay if the protection fails in any case. This would become the most powerful argument with the Government for multiplying fast cruisers to whatever extent it may be necessary to make our great routes safe.

And I think doing so would directly tend to save and keep our maritime supremacy instead of allowing neutral powers to run off with half or two-thirds of our carrying trade.

I feel sure you will agree with me that this is so important that any proposal likely to keep our maritime position intact after a war ought to be fully considered. It ought not to be rejected merely because it is a new departure. We are living in new conditions. Our maritime trade, and our national dependence on it alike for food and for the raw material of our exports, are so new that nothing comparable has been seen in the world's history. It is, therefore, too big a stake either to leave to chance, or to the arrangements that are good enough for totally different conditions, much less to excuse the omission of obvious arrangements to secure it. But these arrangements should be made in time. It may be too late if we wait till war breaks out.

In the London Times a letter recently appeared from a writer under the nom-de-plume "Civis" suggesting that the State should undertake the war risk on British ships and cargoes when that country should be at war; and, presumably to inspire confidence among shipowners and merchants, he proposes that underwriters should act as expert intermediaries between the State and the owners of property exposed to the risk of capture or destruction at sea, as follows :

I would suggest that the State should undertake to make good all losses incurred by underwriters through the capture or destruction by the enemy of vessels or cargoes insured by them. The underwriters would insure against loss as at present, and would be liable for the sum insured as soon as the loss was ascertained. But the particular contingency of loss through the action of the Queen's enemies would carry no special premium, because it would involve no risk to the underwriter. The latter would, on proof of loss from this cause, be entitled to recover from the State the whole sum due to the owner of the property insured.

Commenting upon the foregoing Fairplay asks : How would this work? Let us take a simple case step by step, under the suggested arrangement. A shipowner insures his steamer at Lloyd's for £20,000 "as at present," namely, "warranted free of capture and seizure, etc." Under the state guarantee, should the steamer be captured, the underwriters are to pass the £20,000 claim to the shipowner's brokers, and on payment of the amount are to collect the sum from the treasury. Suppose that for some reason or other—say the injudicious conduct of the captain, or the insufficiency of documents—the underwriters declined to pass the claim when presented by the brokers; what would the owner's position be? He could not legally enforce payment from the underwriters of a loss due on a risk specially excluded from the policy; while by the suggested arrangement the state would stand in the background behind the underwriters and be screened by them. He would be between two stools.

But assuming, on the other hand, that his claim is passed on presentation; what is the position of the underwriters? In a sense the state would be their reinsurer, and should, as much, at once make good to them the £20,000. But the officials might regard the settlement as a hasty or improper one and withhold payment, alleging possibly that the underwriters dealing not with their own but (in anticipation) with state money, and anxious to stand well with their shipowning client, had passed a claim which they would not have entertained had they taken the war risk themselves. The scheme is full of difficulties all round, and it is evident from "Civis's" letter that he does not realize them.

Strictly speaking, the state would not be a "reinsurer" in the proposed arrangement, for underwriters can only reinsure when they have "interest," whereas, according to "Civis's" suggestion, they would have no "interest" whatever to reinsure with the state—their policies being warranted "free of capture, etc." Supposing, however, that the scheme worked smoothly, what would underwriters get for all their trouble and for advancing large sums of money—with the risk of having to wait an unlimited time for repayment, and even of having to enter into litigation with the government? Apparently nothing! If "Civis" had any practical acquaintance with underwriters and their methods, he would realize that they are the last men in the world to join in a scheme committing them to the expenditure of such time and money without any consideration, and he would also know that, on business grounds, it is their interest to keep war-risk insurance in their own hands, and not to act as dummies in a "state intervention" scheme.

Mr. Douglas Owen, a well-known London marine insurance expert, in a letter to the Times, also points out that the question of state insurance bristles with difficulties, and he goes further and indicates some of the bristles, amongst them being the absurdity of asking underwriters to go outside of their business and take a serious responsibility with a heavy risk for no remuneration whatever. Somehow it always happens that when questions of this kind crop up there are people, like "Civis," invariably ready to show how it is the duty of some other people to accept a responsibility which does not properly belong to them.

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CLEVELAND, O., JUNE 23, 1898.

IT is a pleasant duty to chronicle the week's courtesies to the RECORD staff received at the hands of the officers of the Cleveland and Buffalo Transit Co.

THE three-fourths cent per bushel rate of corn freights from Chicago to Buffalo is equal to seven-eighths of a cent for wheat, and five-eighths of a cent for oats. Just twenty-five years ago, or in 1873, twenty-two cents per bushel was paid for the same haul, carriage, or transportation. What next?

WE are pleased to acknowledge the receipt of duplicate copies of the List of Lights and Fog Signals of the United States on the Northern Lakes and Rivers, and also of the Lights and Fog Signals of the Dominion of Canada, on those waters corrected to the opening of navigation for 1898, issued by the Light-House Board, Washington, D. C.

THE completion of the handsome side-wheel passenger steamer City of Erie, built by the Detroit Dry Dock Co., to the order of the Cleveland & Buffalo Transit Co., and her being put on the route has been the event of the week on Lake Erie. A $450,000 steel steamer is not put into service each week during the season of lake navigation.

THE thanks of the RECORD are due the American Steel Barge Co., W. Superior, Wis., Capt. Alex McDougall, general manager, for an invitation to attend the launch of the steel steamer Alexander McDougall on Saturday afternoon June 25th. We must also acknowledge the courtesy of the Globe Iron Works Co., Cleveland, in requesting our presence at the launch of the Hendrick S. Holden, on Saturday afternoon June 25th.

WE wish to call the attention of our readers to an article in the current issue, under the caption of war taxes on shipping interests. Our object in thus mentioning this particular item is to point out, or emphasize, the provision contained in the last five lines. From a perusal of same it will be seen that there is little to disturb the lake trade and we are evidently sailing under the most favored nation clause as regards our northern neighbor.

Many people imagine that the freight business afloat is on a par with that of the railroads, that it is the paying end in transportation lines and that all efforts should be turned towards securing freight. Passenger traffic is the cream of transportation earnings, as opposed to droging iron ore, grain, lumber, coal or other bulk cargoes. Passengers walk aboard and walk ashore, no handling charges, or detention, etc. How would it do in the present stagnation of the freight market and as a preventative or aid in the event of similar conditions existing in the future, for more cargo steamers to take out limited passenger licenses and gather in a handful of ducats by transporting tourists?

SOLDIERLY SAILORS.

The New York Marine Journal takes exceptions to an item printed in the RECORD regarding the naval militia, wherein we explained that the term naval militia seems a good deal of a misnomer, and that not even an act of Congress could instantly transform soldiers into good sailors, or vice versa.

In its remarks, derogatory to our views on the subject, the Marine Journal says: "The record of sailors show that they have invariably, when called upon to do duty with muskets as landing parties, proved themselves better soldiers than the average troops." Well, for the sake of being thought amenable to sophistry, let us admit that sailors do, can or may make good soldiers, but we won't go a step further, nor can we bring ourselves to the idea that soldierly qualities are the essentials of a skilled seaman, except, p'raps, in the one feature of discipline, for the soldier will do as he is told if he gets shot for it, and the sailor, not a whit backward in his allegiance to his superiors in rating, will do what he is last told first, and obey orders if he breaks owners. Frederic Remington, in a recent number of Harper's Weekly, says: "'Jackie,' the prevailing thing on a man-of-war, I fail to comprehend fully. He is a strong-visaged, unlicked cub, who grumbles and bawls and fights. He is simple, handy, humorous, and kind to strangers, as I can testify. The nearest he ever comes to a martial appearance is when he lines up at quarters to answer 'here!' to his name, and there is just where he doesn't materialize at all. He comes barefooted, hat on fifty ways, trousers rolled up or down, and everything blowing wide. He scratches his head or stands on one foot in a ragged line, which grins at the spectators in cheerful heedlessness, and he looks very much gratified when it is all over. His hope is for a bang-up sea fight, or two roaring days of shore liberty, where he can 'tear up the peach' with all the force of his reckless muscularity." How does this description suit the soldierly-sailor attributes of a naval militia, and if it is at all pertinent, with how much more force does it apply to the members of the merchant marine, of which a naval reserve corps should be chiefly composed.

The RECORD would inform the Marine Journal that it is a difficult matter to mix oil with water, to make out of a strictly good soldier an even indifferent sailor, and, if the sailor is to swallow a bayonet, he will be neither fish, fowl nor good red herring, albeit, like some of the rest of us, he can "swallow the anchor" without becoming too utterly, too lubberly to live.

The Marine Journal, referring to its exceptions to the RECORD article goes on to say that "the principal point is that the naval militia, while having no legal right to any other title, have proved themselves competent, to a far greater extent than many believed possible, to become Naval Reserves in the fullest sense of the term, and instead of merely manning steam yachts for harbor defense as was originally contemplated, actually constitute the crews of regular warships on foreign service as well as on coast patrol."

Now, in the foregoing paragraph, the Journal probably speaks of the coast militia and should have so stated, as the Ohio experience is altogether at variance with its expressed views. Quoting from the Cleveland Leader, an influential northern Ohio daily, we learn that "the Cleveland Grays' engineer battalion and the Ohio Naval Reserve brigade will each become a battalion of infantry in the new regiment which is now being organized by the state military officials under the second call. Several officers of the Naval Reserves will not enter the infantry battalion as they have no military aspirations outside of the Naval Reserves. These new developments assist materially in clearing up the military situation, as it disposes of the two most important organizations. The Grays bid farewell to their ambition of having a regiment of their own. The Grays' engineer battalion knew no more about the engineer branch of military service than a * * * As a body, officers and all, the Naval Reserve battalion could handle a ship and perform naval duties about as well as a hod-carrier would build a fourteen-story block. But the Grays and Naval Reserves as infantry will be right at home, and need take a back seat for no organization. The Grays have always been an infantry organization, and several of the Naval Reserves officers have served as officers in the National Guard infantry, while others are familiar with the artillery service. Then as a commanding officer for the naval militia battalion of infantry is required and there are two candidates for the honor, the Cleveland Leader suggests that each of the two commanders write an oration on asbestos paper on the subject: 'What I think of the treatment the Ohio Naval Reserves brigade has received from the government of the United States,' and submit their efforts to an examining committee, consisting of seven members selected from the Chamber of Commerce of Cleveland and the Toledo Chamber of Commerce. The orations must be written on board the Andrew Johnson, according to this plan, and the officer writing the best oration will be entitled to the majorship, while the other will then jump from the quarter-deck of the old Andy and sink into military oblivion."

In the spirit of fairness, approbation, justice and patriotism it must here be recorded that the naval militia of Illinois and Michigan showed themselves as being made out of very different stuff and more nearly, perhaps, come up to the standard of the Marine Journal's encomiums.

THIS is the season and region of the ordinary vessel owners discontent. Season charters at way down bottom rates and large fleets engaged in their owners' traffic has put the quietus on general chartering and vessels of all classes are tying up until a change comes o'er the spirit of the freight market. This is no extraordinary feature however, only in so far as it seldom occurs in lake traffic. On the other side of the pond it is no unusual thing to see a few hundred tramp or general cargo steamers tied up awaiting a change in freights, and, as trade contingencies as well as history repeats itself, there is nothing to get excited about or to fall down upon the present lax or demoralized condition of the cargo carrying business on the lakes. The plain, sensible, philosophical way to meet such a condition is simply to refuse to lend floating property to other people to carry on their business, and then await a more natural business relation between shippers and carriers.

TWO MORE lives have been sacrificed in the attempt to save the cargo of the Pewabic. The probabilities are that the men who are engaged in the task could make more money by working for day wages than in raising the cargo of copper ore from a steamer lying in 165 feet of water. The work accomplished last season was sufficient to advertise the new diving bell and prove its utility, but by carrying the experiment too far and allowing the apparatus to get out of order, the benefits of last season's work are rendered null, if not homicidal, on the part of the promoters of the scheme or project. Four men have given their lives in the task of getting at the treasure trove which has lain in the bottom of Lake Huron for over a quarter of a century, and this is quite enough.

THERE seems to be a feeling gaining ground that wooden vessels are not now, and will be less so in the future, as safe a risk for underwriters to insure as the iron and steel vessels. We are not in the insurance business, nor have we the liberty of scanning the ledgers of those engaged in lake marine insurance, but we do know that there are just as good, staunch and faithfully built wooden steamers afloat on the lakes to-day as there are on any waters of the globe, and we may further state that the pro rata balance of claims on the underwriters are not made by this class of tonnage. Well kept up wooden vessels should not be discriminated against in the matter of hull, freight or cargo insurance.

THE launches for the week show one each at the ports o W. Superior, Wis., W. Bay City, Mich., and Cleveland, O being two screw steamers and one schooner rigged tow barge According to the builders' computations these three vessels will aggregate a gross tonnage of 17,800, make a total length of 1310 feet of high classed steel shipbuilding and cost $625,-000; the two steamers averaging 5,650 tons each and built at a cost of about $42 per gross ton, and the tow barge at 6,500 gross tons will cost $24 per ton. While these figures on cost should only be considered as approximate they were submitted as the contract price on what the specifications called for.

OBITUARY.

CAPT. JAMES MONROE JONES.

Capt. James M. Jones, well known on the lakes as a ship builder, owner and broker, died at his home in Detroit on Monday, of consumption, aged 74 years. Capt. Jones had a plant at Milwaukee and Detroit, and turned out several schooners which became famous for speed and as carriers.

Financial reverses compelled him to give up shipbuilding, and he became an owner of vessels on a small scale and conducted a vessel brokerage business besides. He was engaged in this business up to a year or so ago, when his health compelled him to retire.

Capt. Jones is survived by a widow and six children. One of his sons, C. R. Jones, is a vessel-owner and broker at Cleveland. Funeral services were held at Detroit on Thursday afternoon. Palestine lodge F. & A. M. conducted the services.

A NAVAL ENGINEER COURT MARTIAL.

The Secretary of the Navy has ordered a general court martial to meet at the navy yard at New York for the trial of Civil Engineer White, U. S. N., on charges of neglect of duty and culpable inefficiency in the performance of duty while serving as sub-inspector under Civil Engineer Menocal in the construction of dry dock No. 3, at the New York navy yard.

MICHIGAN CITY HARBOR.

Government work at Michigan City, Ind., will in all probability be finished at the close of the present week by the Green Bay Dredge and Dock Co. The harbor channel will then have a uniform depth of 16 feet, which is considered ample for the requirements of the port at present.

STURGEON BAY CANAL.

The government dredge has ceased working in the Sturgeon Bay canal because the fund appropriated for the improvement has been exhausted. A considerable amount of dredging remains to be done.

SIGNAL SYSTEM WANTED.

The following vaporing has been foisted on a Detroit vessel owner, but it is a good deal like a space filler. As every line of tows use their own signal code, there is no necessity for a general code being established, and this is the opinion of a majority of the vessel owners. The vessel owners report is supposed to read as follows: "Signals with flags in the day and with colored lights at night are used by the vessels in the United States Navy in communicating with one another. Why cannot a similar system, simplified, perhaps, be employed on the lakes in communicating between steamer and consorts? Had it been done in the past, many scores of lives would have been saved. At the present time, if a steamer is attempting to buck through a gale and sea, there is no means to reach her, either day or night. Her attention might be attracted during the day by waving a rag or cloth, and in the night by the flare of a torch, but nothing definite would be communicated to the steamer's master. He would have an indistinct idea that something was wrong, but that is all. Let him be reached by a system of signals that would tell a story, and he would know how badly off were his consorts, whether leaking or otherwise disabled, and then he would be able to lay his plans and shape his course for shelter; if that were possible. Lake steamers have been known to put through gales when their consorts, especially those at the tail end, were wallowing in the seas, and only after the hapless vessel went to the bottom with a lurch and all lives on board did the steamer fully realize the nature of the disaster. This has happened so often that it is ancient history. With proper signaling, and members of the crew keeping the proper watch, there is no need of this sort of navigation."

A FOG DISPELLER.

A very improbable story from a Southern exchange states that in England there has just been invented an apparatus called the Tugrin fog dispeller. It will enable the pilot or the officer in the conning tower of a warship to see through the densest fog, objects several hundred feet away. During the experiment bricks 178 feet off from the mouth of the dispeller were clearly visible in a dense fog. Without the dispeller one could see nothing at a distance of 50 feet.

The apparatus consists of an outlook pipe eight feet in length and three inches inside diameter. At the mouth of the tube is a wide flange. A pipe of the same diameter, connected with a blower from the engine, enters the tube from below. The outlet tube may be pointed in any direction.

When the dispeller is in use the blower sends a powerful stream of air up through the pipe into the tube, and the current hurtles into the fog, boring a hole through it, as it were. The action on the suspended moisture is two-fold. The fog is rolled back in every direction, the high pressure of the blast produces a cooling influence, and the moisture in suspension condenses and falls in rain.

A great cone of clear atmosphere with its apex at the mouth of the tube results.

With the aid of this "fog dispeller" a pilot can readily pick up buoys in a fog and keep a lookout for approaching craft. With a powerful blower, the inventor hopes to make the contrivance useful at 1000 feet.

There may of course be an element of truth in the foregoing, but, boring holes in a fog, some fogs, is a good deal like shooting plugs into a rain cloud to prevent or guide precipitation of the rain drops.

LAKE FREIGHTS.

There has been a slump during the week of 5 cents on iron ore from Lake Superior and a very strong suspicion has been aroused that the 50 cent rate had been shaded earlier in the season, however, 45 cents with dull chartering is now quoted from Lake Superior to Lake Erie ports, and on account of a lack of railroad cars into which to discharge, a couple of days detention is generally experienced; this coupled with the handling charges 16½ cents leaves a miserable 28½ cents per ton for nearly a thousand mile haul. This feature has been brought about through bunching vessels on Lake Superior without any down charters. An effort is also being made to reduce the Escanaba 40 cent rate as the Chicago grain rate is figured to equal only 30 cents on ore.

Grain freights are on the basis of ¾ cent on corn Chicago to Buffalo. Corn is being carried by lake and canal to New York City for 3¼ cents a bushel. Never before has the West had so low transportation charges on its products to the seaboard. Of the 3¼ cents, the lake vessel gets ¾ cent to Buffalo, the elevators at that point get ⅛ cent for the transfer, and the Erie canal boatmen come in for 2¼ cents. The remaining ⅛ cent goes for insurance. Duluth to Lake Erie is weak at 1¼ to 1⅜ cents on wheat, and with the shipment of present stocks the market will be dull until the new crop is ready to move in September.

There has been no change in coal freights, and 20 cents is still the all round figure from and to the principal ports. Chartering during the early part of the week was fairly brisk, but a large quantity of coal has been placed for transportation so that it is only the smaller blocks that separate or single charters are being made for.

Lumber chartering is dull and quite a number of vessels have been laid up waiting better rates, in fact the carriers of bulk cargoes, after cutting down expenses to almost a damaging point are thinking it would be better to tie up for awhile. One owner is said to be congratulating himself on losing only $200 on a down trip, other owners think that such a person ought to be placed in a strait jacket or put somewhere under restraint so that he could not harm himself or others, and especially others.

LAUNCHES OF THE WEEK.

The large steel tow-barge John Fritz, built at West Bay City, to the order of the Bessemer Steamship Co., Cleveland, was launched on Wednesday. Her general dimensions are 456 feet over all, 436 feet keel, 50 feet beam and 28 feet 6 inches molded depth, gross tonnage 6,500, estimated cost $155,000.

On Saturday next the large steel steamer Alexander McDougall is to be launched from the yards of the American Steel Barge Co., W. Superior, Wis. Length over all 430 feet, keel 414 feet, beam 50 feet, and molded depth 27 feet; gross tonnage 5,900. Her engines have been built by the Cleveland Ship Building Co., and the boilers are of the Babcock & Wilcox type. Estimated cost $240,000.

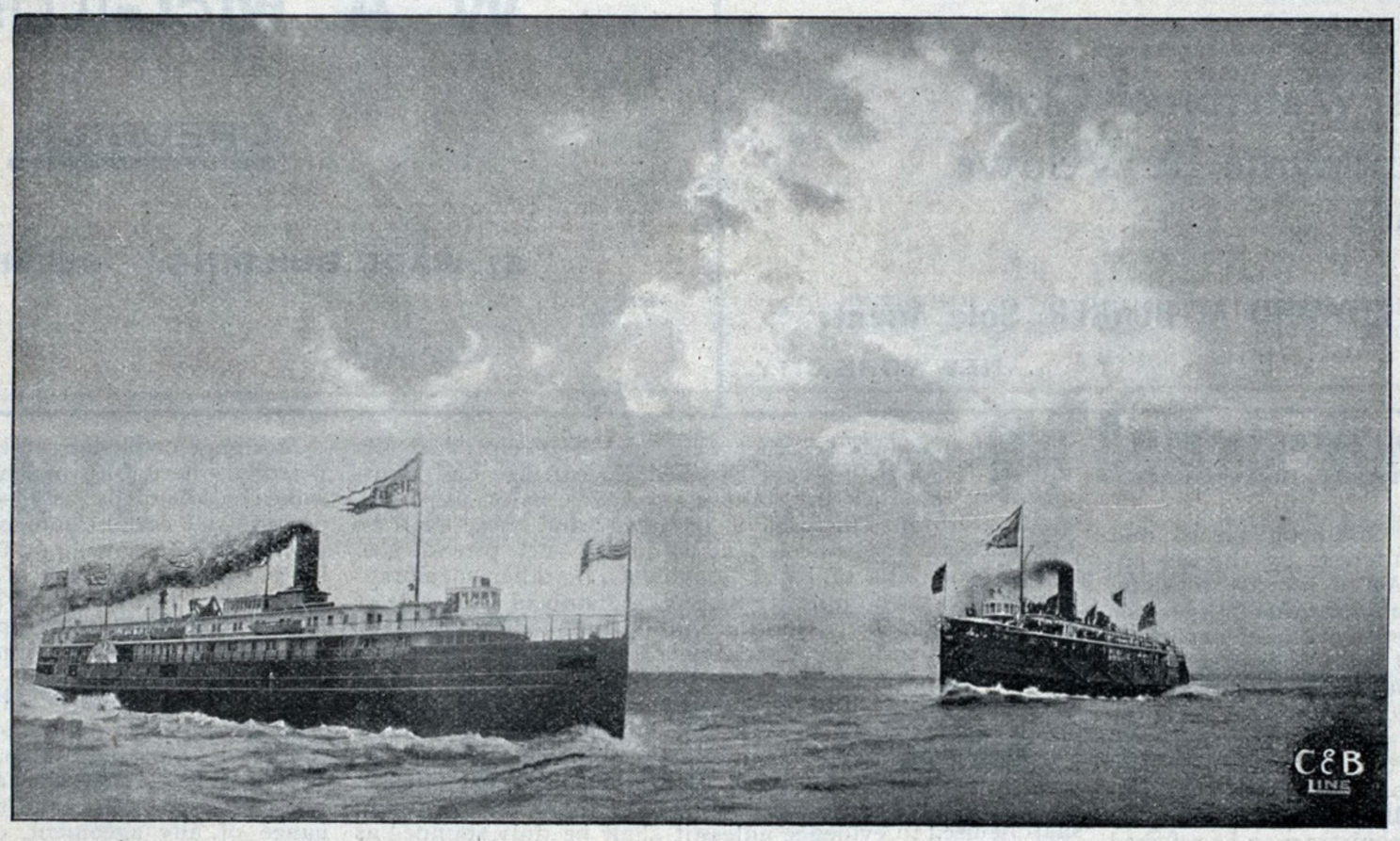
The Globe Iron Works Co., Cleveland, will launch from their yards on Saturday, the steel steamer Hendrick S. Holden, built to the order of the Etna Steamship Co., Cleveland. Her general dimensions are 430 feet over all, 410 feet keel, 50 feet beam and 28 feet molded depth; gross tonnage 5,400, and estimated cost $230,000. The Globe Iron Works Co., are also the builders of her engines and boilers.

CAPT. CHARLES GALE.

The Chicago Republican printed the following sketch of the career of Capt. Charles Gale nearly thirty years ago:

"Capt. Charles Gale, of the schooner Frank Perew, enjoys the distinguished honor of having been born on the 7th day of February, 1817, within the walls of Fort Dearborn, and is therefore, no doubt, at present the oldest living white native of Chicago. His father was Dr. John Gale, surgeon United States army, in charge of the hospital for the United States troops stationed then at Chicago. The latter died a few years later, in the service of his country, at Council Bluffs, then one of the most advanced Western outposts. Captain Charles Gale has made several voyages from the lakes to European ports, and landed return cargoes in several ports on the lakes. In April, 1861, he had the misfortune to lose the bark D. C. Pierce, after Sumter had been taken, the vessel and cargo falling into the hands of the rebels. This was probably one of the very first vessels, if not the first, captured by the rebels. The cargo was confiscated, and the vessel sunk at Craney Island to stop all ingress and egress from the harbor of Norfolk, Va. Capt. Gale himself made good his escape in a yawl-boat to the frigate Minnesota. Commodore S. H. Stringham, commanding the blockading squadron, received him very kindly, and cared for his safe return to his home. In the fall of 1868, Captain Gale broke a leg on a stormy passage through the Straits of Mackinac, on his present ship, while a tremendous sea swept his deck and nearly carried him into the seething water. The undaunted captain was, in 1870, restored to his pristine vigor, and ready to meet any other "gale" that might come along; and now, we are happy to say, he is still as good as new, and will be able to stand at least thirty-five years longer on those valuable sea-legs which he carries about him."

Capt. Gale is still hale and hearty and resides at Sombra, Ont. In a recent letter to the RECORD he mentions the wish that he might be appointed a naval war correspondent so as to chronicle the brilliancy of the Dewey star now in the ascendancy at Manila and he further mentions the fact that he could spit in "China" at night and be found "bung up and bilge free" next morning in the States.

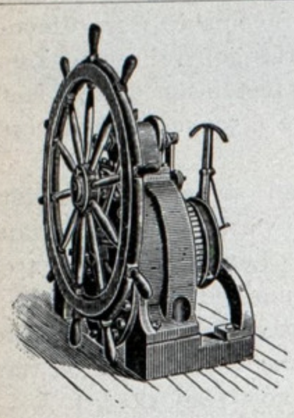


C. & B. Line's New Steamer, City of Erie, as she appeared June 15, Saluting her Sister Ship, City of Buffalo.

Dimensions City of Erie—324 feet over all, 78 feet extreme beam, 5,500 h. p. engines, six 12½ x 12½ ft. boilers. Cost $475,000.
Dimensions City of Buffalo—308 feet over all, 75 feet extreme beam, 5,300 h. p. engines, six 12½ x 12 ft. boilers. Cost $375,000.

ON Tuesday the sun reached her highest northern altitude and she will not be so high in the heavens again until a year hence; at least not in these latitudes. From being nearly three points to the north of east and west at the time of rising and setting, this angle will gradually diminish as her northern declination decreases, until the latter part of September, when she will be in the zenith at the equator.

QUEEN CITY HYDRAULIC STEERER



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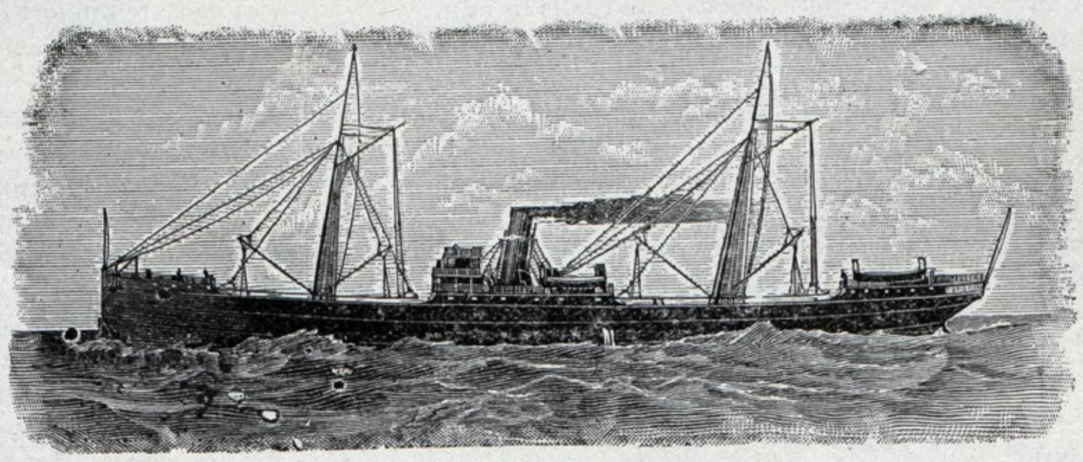

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WAR TAXES ON SHIPPING INTERESTS.

TREASURY DEPARTMENT, June 15, 1898.

To collectors of customs and others:

Your attention is invited to the following special and stamp taxes imposed on shipping interests by the act approved June 13, 1898, entitled "An Act to provide ways and means to meet war expenditures, and for other purposes." You will please bring them to the notice of those concerned. The provisions following take effect from and after July 1, 1898, and for further information concerning them you may refer inquirers to the nearest collector of internal revenue, or, if necessary, to the department. Beyond the taxes following, which relate specially to the shipping interests, other taxes, such as stamp taxes on checks, etc., are imposed, which shipping men as well as others must pay. For information concerning these, inquirers may be referred to the act itself, or to officers of the internal revenue, or, if necessary, to the department.

SPECIAL TAXES.

SEC. 2. That from and after July first, eighteen hundred and ninety-eight, special taxes shall be, and hereby are, imposed annually as follows, that is to say:

Four. Commercial brokers shall pay twenty dollars. Every person, firm or company whose business it is as a broker to negotiate sales or purchases of goods, wares, produce, or merchandise, or to negotiate freights and other business for the owners of vessels, or for the shippers or consignors or consignees of freight carried by vessels, shall be regarded as a commercial broker under this act.

Five. Custom-house brokers shall pay ten dollars. Every person, firm, or company whose occupation it is, as the agent of others, to arrange entries and other custom-house papers, or transact business at any port of entry relating to the importation or exportation of goods, wares, or merchandise, shall be regarded as a custom-house broker.

And every person who carries on any business or occupation for which special taxes are imposed by this act, without having paid the special tax herein provided, shall, besides being liable to the payment of such special tax, be deemed guilty of a misdemeanor, and upon conviction thereof shall pay a fine of not more than five hundred dollars, or be imprisoned not more than six months, or both, at the discretion of the court.

SCHEDULE. A—STAMP TAXES.

Bills of lading or receipt (other than charter party) for any goods, merchandise, or effects, to be exported from a port or place in the United States to any foreign port or place, ten cents.

Express and freight: It shall be the duty of every railroad or steamboat company, carrier, express company, or corporation or person whose occupation is to act as such, to issue to the shipper or consignor, or his agent, or person from whom any goods are accepted for transportation, a bill of lading, manifest, or other evidence of receipt and forwarding for each shipment received for carriage and transportation, whether in bulk or in boxes, bales, packages, bundles, or not so inclosed or included; and there shall be duly attached and canceled, as is in this act provided, to each of said bills of lading, manifests, or other memorandum, and to each duplicate thereof, a stamp of the value of one cent: *Provided*, That but one bill of lading shall be required on bundles or packages of newspapers when inclosed in one general bundle at the time of shipment. Any failure to issue such bill of lading, manifest, or other memorandum, as herein provided, shall subject such railroad or steamboat company, carrier, express company, or corporation or person to a penalty of fifty dollars for each offense, and no such bill of lading, manifest, or other memorandum shall be used in evidence unless it shall be duly stamped as aforesaid.

Certificate: Any certificate of damage, or otherwise, and all other certificates or documents issued by any port warden, marine surveyor, or other person acting as such, twenty-five cents.

Certificate of any description required by law not otherwise specified in this act, ten cents.

Charter party: Contract or agreement for the charter of any ship, or vessel, or steamer, or any letter, memorandum, or other writing between the captain, master, or owner, or person acting as agent of any ship, or vessel, or steamer, and any other person or persons, for or relating to the charter of such ship, or vessel, or steamer, or any renewal or transfer thereof, if the registered tonnage of such ship, or vessel, or steamer does not exceed three hundred tons, three dollars.

Exceeding three hundred tons and not exceeding six hundred tons, five dollars.

Exceeding six hundred tons, ten dollars.

Entry of any goods, wares, or merchandise at any custom-house, either for consumption or warehousing, not exceeding one hundred dollars in value, twenty-five cents.

Exceeding one hundred dollars and not exceeding five hundred dollars in value, fifty cents.

Exceeding five hundred dollars in value, one dollar.

Entry for the withdrawal of any goods or merchandise from customs bonded warehouse, fifty cents.

Insurance (marine, inland, fire,): Each policy of insurance or other instrument, by whatever name the same shall be called, by which insurance shall be made or renewed upon property of any description (including rents or profits), whether against peril by sea or on inland waters, or by fire or lightning, or other peril, made by any person, asssociation, or corporation, upon the amount of premium charged, one-half of one cent on each dollar or fractional part thereof: *Provided*, That purely co-operative or mutual fire insurance companies carried on by the members thereof solely for the protection of their own property and not for profit shall be exempted from the tax herein provided.

Mortgage or pledge, of lands, estate, or property, real or personal, heritable, or movable, whatsoever, where the same shall be made as a security for the payment of any definite and certain sum of money, lent at the time or previously due and owing or forborne to be paid, being payable; also any conveyance of any lands, estate, or property whatsoever, in trust to be sold or otherwise converted into money, which shall be intended only as security, either by express stipulation or otherwise; on any of the foregoing exceeding one thousand dollars and not exceeding one thousand five hundred dollars, twenty-five cents; and on each five hundred dollars or fractional part thereof in excess of fifteen hundred dollars, twenty-five cents: *Provided*, That upon each and every assignment or transfer of a mortgage, lease or policy of insurance, or the renewal or continuance of any agreement, contract, or charter, by letter or otherwise, a stamp duty shall be required and paid at the same rate as that imposed on the original instrument.

Manifest for custom house entry or clearance of the cargo of any ship, vessel, or steamer for a foreign port:

If the registered tonnage of such ship, vessel, or steamer does not exceed three hundred tons, one dollar.

Exceeding three hundred tons, and not exceeding six hundred tons, three dollars.

Exceeding six hundred tons, five dollars.

Passage ticket, by any vessel from a port in the United States to a foreign port, if costing not exceeding thirty dollars, one dollar.

Costing more than than thirty and not exceeding sixty dollars, three dollars.

Costing more than sixty dollars, five dollars.

Protest: Upon the protest of every note, bill of exchange, acceptance, check or draft, or any marine protest, whether protested by a notary public or by any other officer who may be authorized by the law of any state or states to make such protest, twenty-five cents.

Warehouse receipt for any goods, merchandise, or property of any kind held on storage in any public or private warehouse or yard, except receipts for agricultural products deposited by the actual growers thereof in the regular course of trade for sale, twenty-five cents: *Provided*, That the stamp duties imposed by the foregoing schedule on manifests, bills of lading, and passage tickets shall not apply to steamboats or other vessels plying between ports of the United States and ports in British North America.

O. L. SPAULDING, Assistant Secretary.

To a gentleman who had two marriagable daughters, a young man came, saying: "Sir! I have come to ask you for permission to propose marriage to your daughter." "My daughter? the Devil!" exclaimed the man. "No sir! not your daughter the Devil, the other one," replied the young man. Permission was granted.—Lookout in the San Francisco Weekly Commercial News.

MERCHANT MARINE OF FOREIGN COUNTRIES.

A report in the Revue du Commerce Exterieur (Paris, February 5, 1898) reads as follows:

The extraordinary activity displayed in the departments of naval construction of Great Britain, Germany, and other countries has resulted in the increase of the commerce of the entire world. Even in an ordinary year, the number of vessels lost either by shipwreck or by condemnation is far inferior to the number built. England alone launched from her shipyards, between the autumn of 1895 and that of 1896, new vessels with a gross tonnage of 1,159,000, while the total number of ships, of all countries, wrecked or condemned in the same period was:

DESCRIPTION.	VESSELS.	GROSS TONS.
Steamships	302	370,000
Sailing vessels	1,454	480,000
Total	1,756	850,000

Showing that England had built fully 300,000 tons more than all the fleets of the world have lost. The loss in sailing vessels has not been counterbalanced, but the proportion of new steamers is much more considerable. The commercial fleets of the world may be stated as follows:

YEAR.	NUMBER.	TONS NET.
Sailing vessels.		
1895	29,570	9,324,000
1896	29,348	9,136,000
Decrease	222	188,000
Steamships.		
1895	10,896	10,360,000
1896	11,155	10,761,000
Increase	259	401,000

Apparently, there is a gain of only 213,000 tons; but when we consider that the steam ton, by its more rapid voyages, has a capacity of transport at least three times superior to that of the sailing ton, it will easily be seen how the capacity of transportation has increased.

The commercial fleet of England has stood first for a long time, and is strengthening its place by increasing the number of vessels and at the same time getting rid of old sailing boats. These, for the most part, are sold to Norwegian shipowners, who use them to carry wood. On the other hand, but few new sailing vessels are being built. As it is the sailing fleet of England, with its 3,267,000 tons, represents more than a third of the world's fleet. In regard to steamships, the English increase has been 182,000 tons net. These represent, with 6,413,000 tons net, nearly 60 per cent. of the steam fleets of the entire world. North America comes next, with 1,358,000 tons sailing vessels and 529,000 tons steamers; then Norway, with 1,176,000 tons sailing vessels, and 314,000 tons steamships. The great number of sailing vessels in these fleets takes from them much of their value.

Germany ranks fourth, but, if the steam fleet only be considered, she occupies the second place, while in the value and number of her passenger steamships she stands above all countries except England.

VISIBLE SUPPLY OF GRAIN

As compiled for The Marine Record, by George F. Stone, Secretary Chicago Board of Trade.

CITIES WHERE STORED.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY Bushels.
Buffalo	681,000	1,210,000	1,410,000	209,000	232,000
Chicago	933.000	7,996.000	440,000	288.000	13,000
Detroit	27.000	112,000	6,000	21,000	.....
Duluth and Superior	3,863.000	2,341,000	279.000	64,000	31,000
Milwaukee	119.000	.....	.....	4.000	6,000
Montreal	177,000	85,000	1,053,000	13.000	30,000
Oswego	.....	14.000	.....	.....	.....
Toledo	149 000	760,000	80,000	15,000	.....
Toronto	20,000	.....	2,000	.....	2,000
On Canal	25,000	1,281,000	1,241,000	61,000	169,000
Grand Total	19,089,000	22,172,000	7,093,000	1,039,000	523,000
Corresponding Date, 1897	20,673,000	17,368,000	9,072,000	2,342,000	1,144,000
Increase	.....	722,000	.....	.....	26,000
Decrease	593,000	.....	20,000	139,000	.....

While the stock of grain at lake ports only is here given, the total shows the figures for the entire country except the Pacific Slope.

SUN'S AMPLITUDES.

The following approximate amplitudes of the Sun's rising will be given each week in this column during the season of navigation. A second bearing may be taken by compass at sunset by reversing the east bearings given for the nearest latitude, as the change in declination for a few hours makes but a slight difference in the true bearing of the Sun's setting:

LAKE ERIE AND S. END LAKE MICHIGAN, LAT. 42° N.

Sunrise.	Bearing.	Bearing.
June 23	E. 32° N.	N. E. by E. ⅛ E.
June 30	E. 32° N.	N. E. by E. ⅛ E.

LAKE ONTARIO, S. END HURON AND CENTRAL PORTION LAKE MICHIGAN, LAT. 44° N.

Sunrise.	Bearing.	Bearing.
June 23	E. 33° N.	N. E. by E.
June 30	E. 33° N.	N. E. by E.

N. END LAKES HURON AND MICHIGAN, LAT. 46° N.

Sunrise.	Bearing.	Bearing.
June 23	E. 34° N.	N. E. by E.
June 30	E. 34° N.	N. E. by E.

LAKE SUPERIOR, LAT. 48° N.

Sunrise.	Bearing.	Bearing.
June 23	E. 36° N.	N. E. ⅞ E.
June 30	E. 36° N.	N. E. ⅞ E.

With a compass correct magnetic, the difference between the observed and true bearing or amplitude will be the variation for the locality. Should there be any deviation on the course the vessel is heading at the time of taking the bearing, the difference between the observed and the true amplitude after the variation is applied, will be the amount of deviation on that course. If the correct magnetic bearing is to the right of the compass bearing, the deviation is easterly, if to the left, the deviation is westerly.

The first steam ferry between New York and Brooklyn was established in 1814, and on it Robert Fulton ran the first steam ferry boat, the Nassau, in 1814. Before this time horses supplied the motive power, after the primitive propulsion of the oar had been discarded. In 1835 the South ferry was opened, and in 1852 the Wall street ferry. The Roosevelt ferry was established in 1852, and after a temporary discontinuance it was permanently established in 1868. The Grand street Ferry dates back to 1830 and the Williamsburg ferry to 1849. On Aug. 23, 1877, the first boat of the Annex ferry, between Jersey City and Brooklyn, made its first trip. Ferries between New York and Brooklyn were maintained by row boats for more than 150 years before the Nassau was put in commission by Fulton.—New York Marine Journal.

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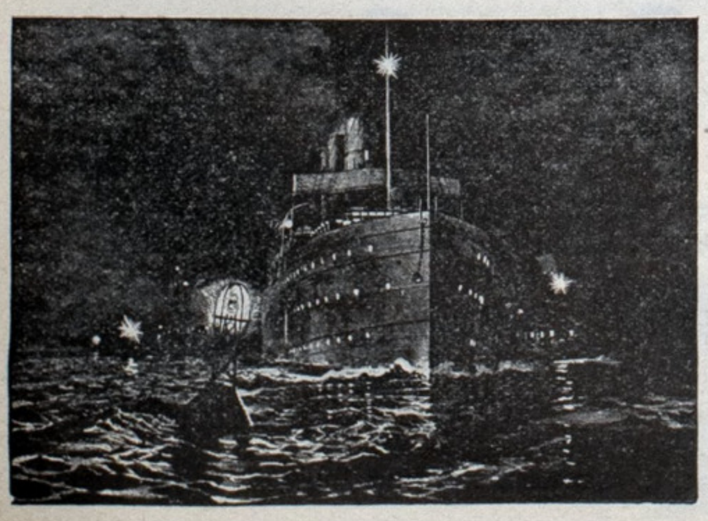

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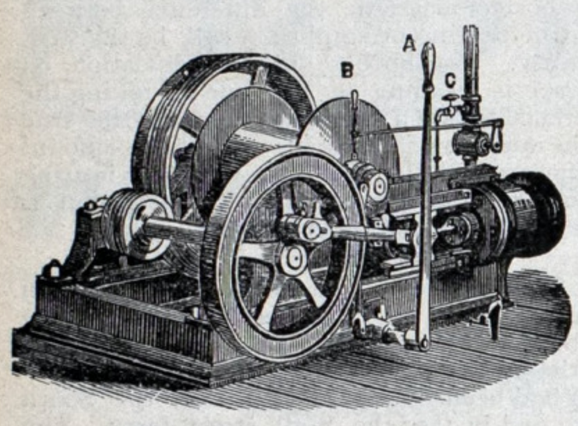

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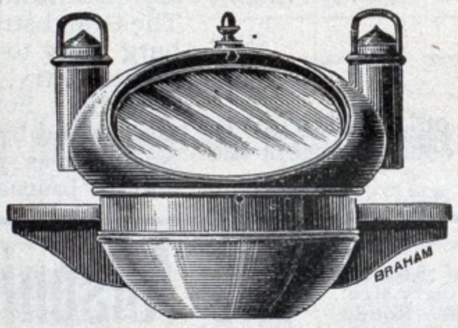

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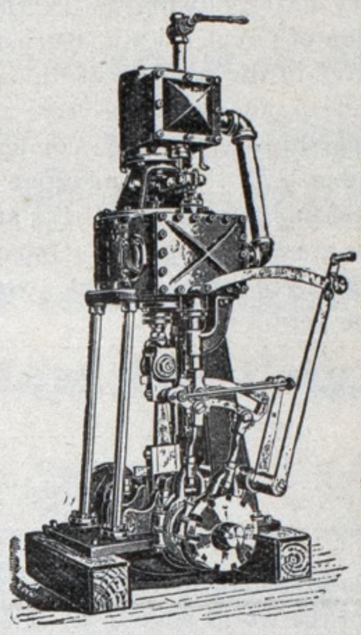

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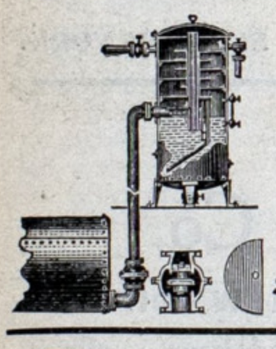

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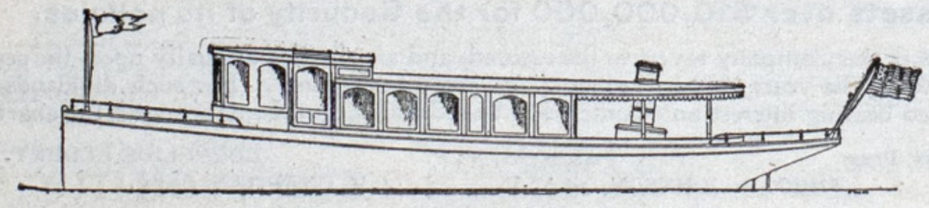

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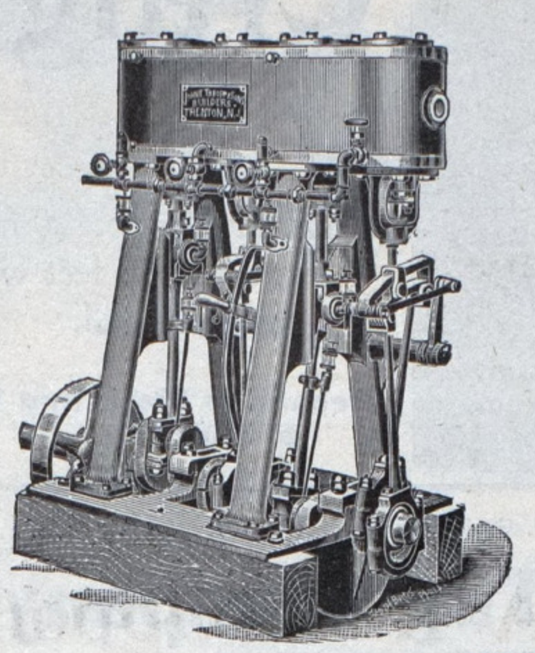

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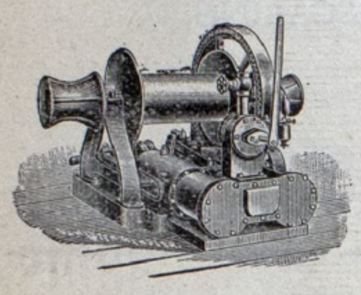

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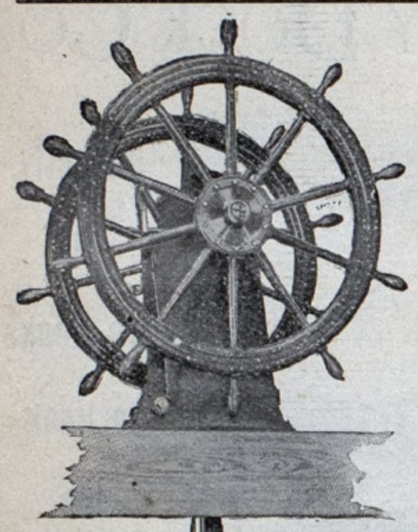

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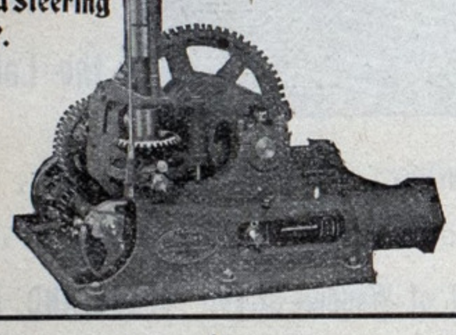

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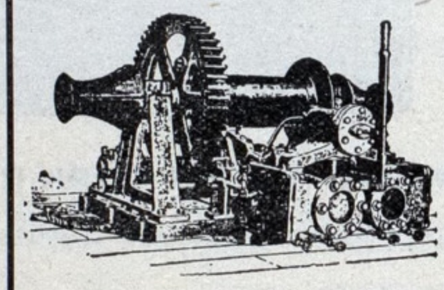

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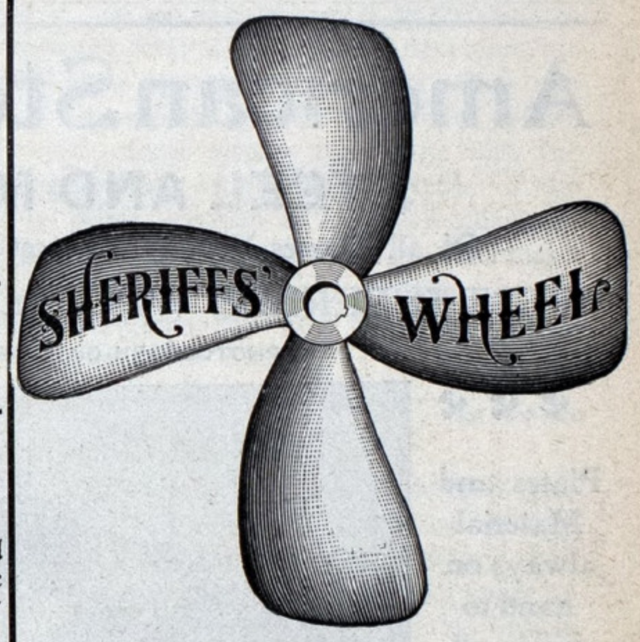

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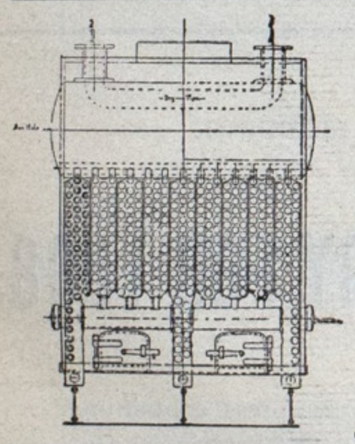

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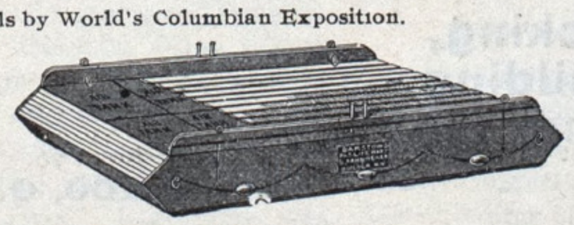

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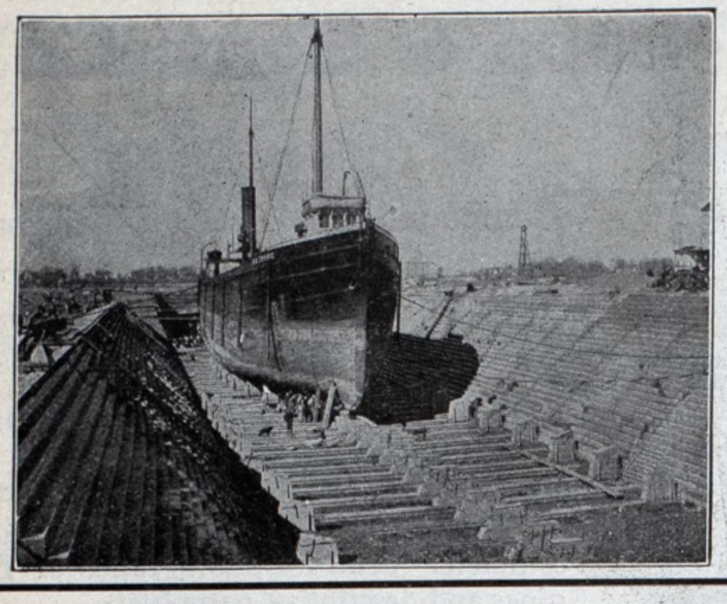

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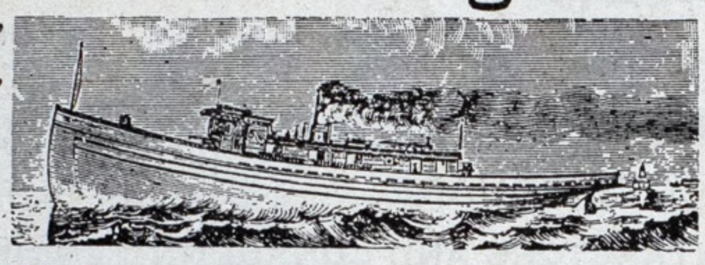

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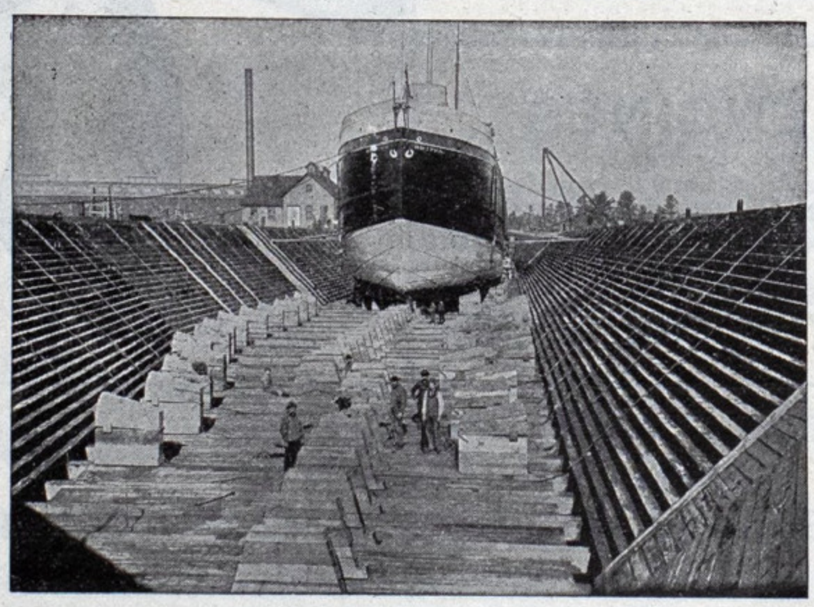

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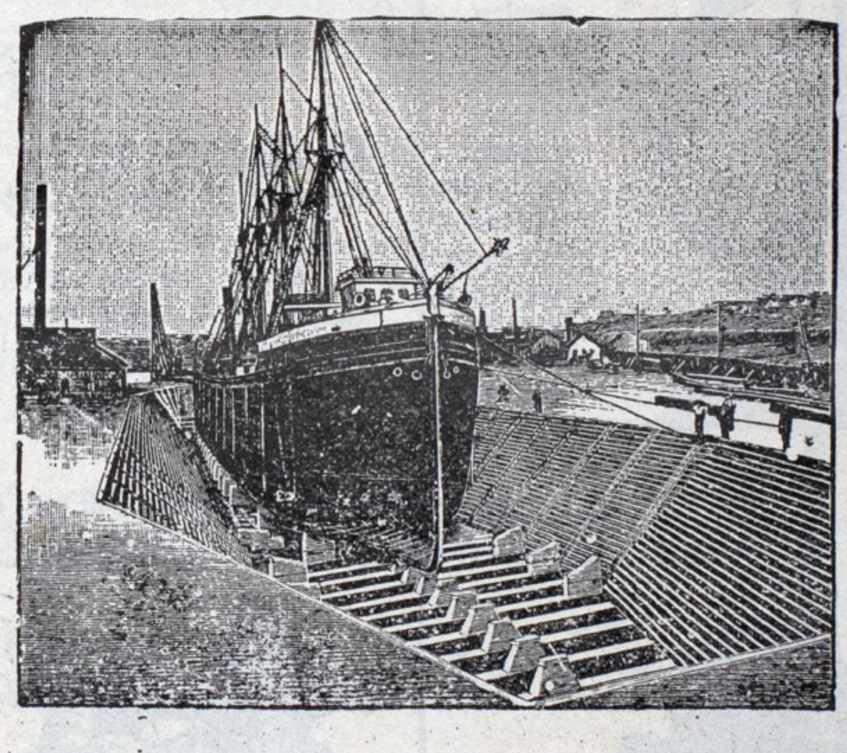

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